Preserved

RM 9-27

RS 1-6 7811

Leg Reg

RM 49-33C 1827

RS. 25-35. (23.2)

Preserved

Revised rules re levy of tolls on
State Aid Roads

IX-4

1927.

(Rm)

Rm File No. 9-27

Serial Nos. 1-7 ~~111~~ 1 to 7 + 11

pus References
-25- (2-4)
-26-
-94-11, 13, 23 + 24
-25- (2-4)

References
Rm 3-28
R 86-29-467 A to 470
MS-29(45826)
Dep no 250-31
M 56-31 (1 to 7)

General and Revenue Secretariat.

rial Nos. Cargill

Part B for February 1928

SUBJECT

Report of the Fruit Toll gate Committee about the establishment and administrate etc of toll gates on provincial highways and municipal roads.

To The Revenue
" Comptroller
" Chief Engr
" Dy Comm Highways
" President Highway Bd

R 5942-60 & o. 2.28

Issues revised rules in re Motor Cargo tolls on state and Rural Roads

Rm
23.2.28

(20)

General and Revenue Secretariat. File No. 9 of 1927.

Serial No.	
4	R. 5246-84 [illegible] Sanctions the temporary [illegible] vehicles on State [illegible] noted in the accompa[illegible]
5	R 5165 of 13.1.[illegible] Forwards copy of [illegible] fees for his views. Letter No. T. 51 [illegible]
6	Rev. Cr. furnishing [illegible] proposed draft order. The draft order which was forwarded for his opinion has not been returned. A draft calling for the same is sub[illegible]. [illegible] 27/1
7	R 5511 of 24.[illegible] Calls for the returns letter No. C 1540 of [illegible] returning the draft [illegible] compounding fees for The Rev. Cmr. ~~also~~ suggests compounding fees ranging from Rs 100 to Rs 400 instead of Rs 200 Rs 400 proposed in the draft forwarded making a difference between a pleasure car intended to carry 7 persons or less & those meant to carry ~~16 persons or more~~ 16) 10 persons & less (2) 16 & less & (3) all other vehicles for hire. [illegible] wants to change

Sir A [illegible]

[illegible] SECRETARIAT 26 JAN 1928 REVENUE BRANCH

NOTE—Contn. sheet.

WD 0324—GPB—60,000—24-5-27

General and Revenue Secretariat. Rev File No. 9 of 1927. (22

Serial No.

Exemption from payment of Toll fees in ~~another toll~~ station on a provincial road when it has been paid in one Toll station.

In continuation of para 4 of G.O. No. 8795-874-H.B. dated 29-12-26 the Government passing orders on the report of the Toll Committee about the establishment & administration of Tolls on Provincial Roads & Municipal roads it is stated as follows:—

"The Joint Committee recommend that the rule regarding the grant of exemption from payment of Toll for 24 hrs might be amended so that payment at a Provincial Road Toll station will give exemption from all Provincial Road Toll stations for 24 hrs and payment at a District Board Toll station from all District Board Toll stations for a similar period."

The first approval of the recommendation with the modification that payment of Toll to one District Board Toll station will give no exemption from payment of Toll to another District Board in the absence of an agreement between the respective District Boards in this matter."

NOTE—Contn. sheet.

WD 0824—GPB—60,000—24-5-27

(23)

General and Revenue Secretariat. Rev. File No. 9 of 1927.

Serial No.

(1) In the Madras Presidency, the practice has been to exempt from payment of toll only in regard to the particular toll gate at which toll has once been paid and the ground for exemption is why a similar practice might be adopted here also.

(2) Section 107 of the Madras Local Boards Act, 1920 at present stands as follows:—

"No more than one payment of toll shall be demanded at any one toll bar, gate or station in respect of any carriage, cart, palanquin, animal or foot passenger in any one period of twenty four hours reckoned from sunrise to sunrise".

Under this it seems to have been considered that exemption from further payment should be given only for the particular toll gate at which toll is paid.

(3) The corresponding provision in our Act of 1920 is contained in sub-section 16(1). The relevant portion is as follows:—

"No more than one payment of toll under the Regulation shall be demanded at any toll gate, station, or bridge in a district in respect of cart, carriage

NOTE—Contn. sheet.

WD 0324 -GPB-60,000-24-5-27

General and Revenue Secretariat. File No. 9 of 1927. (24)

Serial No.

vehicles, or animals in any area proclaimed by the Commissioner from time to time".

In the Madras Act, the words used are "any one toll bar only". But in an Application we have got only any toll gate. Besides, we have ~~gratified~~ the provision so as to make the application to a whole District. So that ~~exemption shall be allowed to a Court to sit at any gate~~ when a Court of Sessions sits in any gate in a District shall be exempt from payment of tolls at other gates in that District. The words "in a District" seem to have been inserted with the intention. So a relaxation of exemption only to a particular toll gate cannot be ordered without an amendment of the Application so far as the Act is concerned.

As regards tolls on Provincial roads, the practice varies formerly. Anywhere there seems to be no objection to ~~adopting this~~ the modification of the order and relaxing the

NOTE—Contn. sheet.

WD 0324—GPB—60,000—24-5-27

General and Revenue Secretariat.

Ref File No. 9 of 192).

Serial No.

exemption only in regard to the 2nd field with which a fee was received.

2) Proposals have also been received from the Municipal Secretary in regard to the following

1) Composition of tolls in the case of Provincial Toll Gates and (2) Exemption of carts of agriculturists from tolls when they carry manure or agricultural produce to or from their fields.

3) A draft order embodying the necessary changes is submitted herewith.

Chairman

2/2/28

OFFICE SECRETARY. 1 FEB. 1928

4) The draft order may be approved.

5) The Revenue Secretary's Note rule 1 (c) should be amended as proposed in the draft

Joint Members

6317/4/2

6) Yes 5/2/28

7) Copies of the order issued are submitted for sanction

Chairman

2/2/28

OFFICE SECRETARY. 7 FEB. 1928

Note.—Contn. sheet.

WD 0324—GPB—60,000—24-5-27

3907

App. F. III—2]

26

General and Revenue Secretariat.

Rn File No. 9 of 192 7.

Serial No.

DEWAN'S OFFICE.
Received on
7 - FEB. 1928
Reg. No. 18904

A copy of the G.O issued reversing the rules for levy of tolls is submitted for perusal.

Dewan)

7/2

7-2-28

Ms R. 5442-6.

Issue notification for the levy of tolls on boats

11

NOTE—Contn. sheet.

WD 0324—GPB—60,000—24-5-27

D 965
1927

Memo No. L. 932-46 dated, Bangalore, the 17th August 1927.

Copy of the foregoing, is forwarded, with compliments to the Asst Engineer, Dzans & Parts of Dzans
for information and necessary action.

By Order,

for General Secretary to Government.

P.W.D.7.
17/8.

Copy to Dzans

MLPSW

Subst for perusal. Mr Rao (illegible) also been addressed to ~~take needful~~ send up proposals to give effect to (illegible) of the June 1927 in so far as it relates to State Funds toll gates. This will be placed in the file placed below the remainder

Ch Rao)

27/8

CHIEF SECRETARY
29 AUG. 1927

19/8

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE,

GENERAL AND REVENUE SECRETARIAT.

No. L. 1731/LR 52-27-2 Dated Bangalore, the 17th Aug 1927.

FROM

B. NAGAPPA, Esq., B.A., B.L.,
General Secretary to the Government of His Highness
the Maharaja of Mysore, Local and Legislative Departments.
BANGALORE.

To

A.K. Syed Taj Peeran, Esq., B.A.,
Revenue Commissioner in Mysore, Bangalore.

SIR,

I am directed to invite reference to Government Order No.L. 8795-874/L.R. 40-26-3 dated the 9th June 1927, passing orders on the recommendations of the Joint Toll Committee. The rates approved in Appendix V attached to the order, should be considered to have come into force from the date of the order. In the case of Provincial tolls which are managed departmentally (Amani) the new rates should be brought into effect immediately and in the case of District Board and Municipal tolls similarly managed by the local bodies themselves, as early as possible, with the approval of the said bodies. In the case of toll gates where the right to collect tolls is already sold, the new rates may be duly notified and brought into force at the next sale of the right to collect tolls at these places. Action should also be taken to provide for --- compounding of tolls at Provincial toll gates in the case of motor buses as directed in para 6 of the order under reference and arranging for reciprocity where possible between British toll gates on the State frontier and toll gates in the State as stated in para 8 of the order.

I have the honour to be,
Sir,
Your most obedient servant,

Sd/- B. Nagappa,
General Secretary to Government.

A.R.R.T.
17/8.

P.T.O.

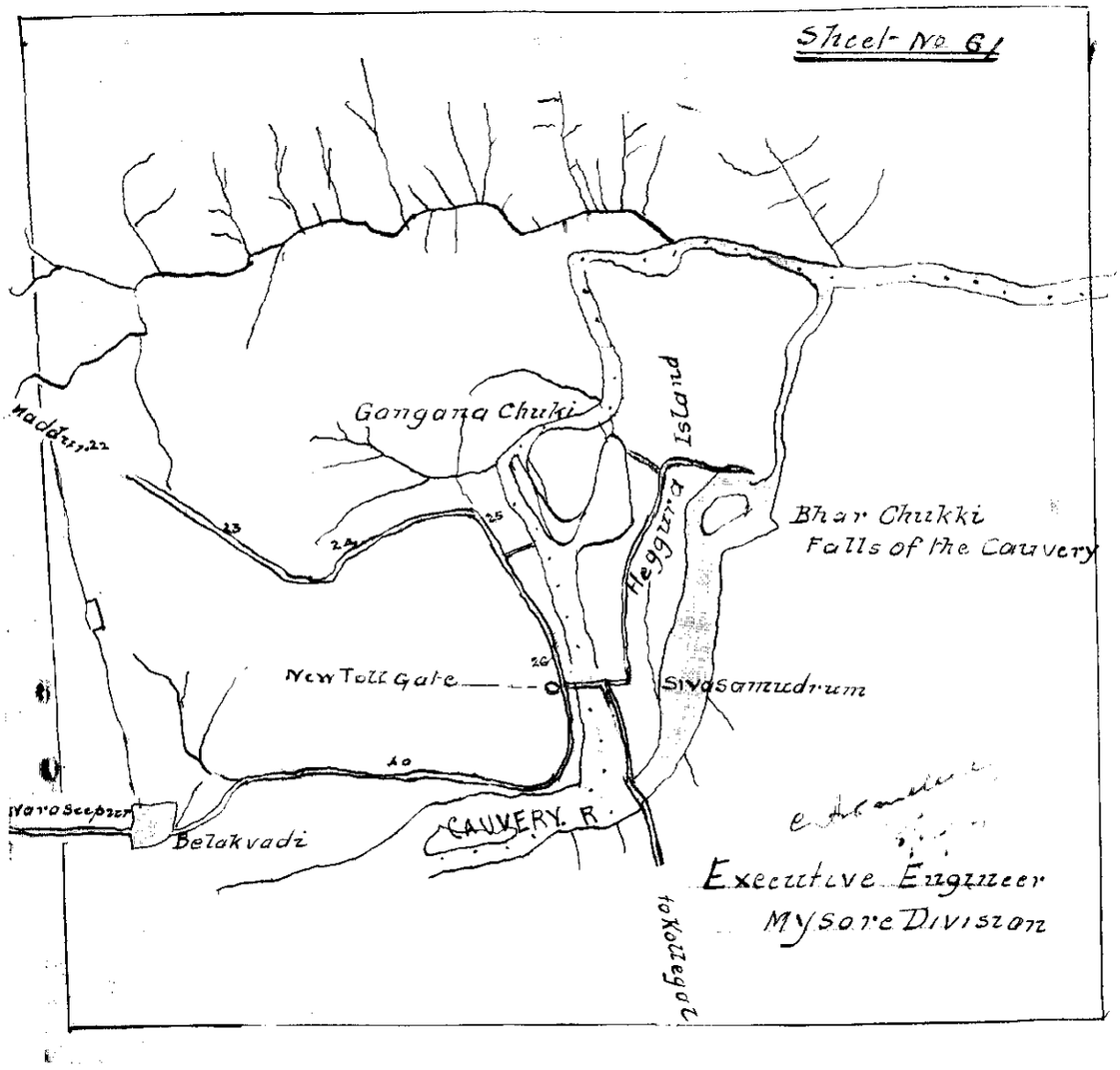
(3

Dear Sir,

I am desired to invite reference to this office letter No.R.1070/R.M. - 9-27-2 dated 6th August 1927 calling for proposals to give effect to G.O.No.L. 8795-814/L.B.49-25-28 dated 9th June 1927 in so far as it relates to State Fund Toll-gates and to enquire why - there has been so much delay in taking action on the order. I am to add that the difficulty in giving effect to the orders of Government in this simple - matter is not understood and request that the proposals called for may be - sent immediately.

Yours sincerely,

P.G.D'Souza, Esq.,B.A.,B.L.,
Revenue Commissioner in Mysore.


Sheet- No 6
Gangana Chukki
Island
Heggura
Bhar Chukki
Falls of the Cauvery
Madd
23
24
25
New Toll Gate
26
Sivasamudrum
10
Belakvadi
CAUVERY R.
Executive Engineer
Mysore Division

In all future correspondence please quote No. .....

OFFICE OF THE DEPUTY COMMISSIONER,
SHIMOGA DISTRICT.

Shimoga Dated 14th Decr., 1927

#1- C2383/26-27 Encl.,

From

B. T. KESAVAIENGAR, Esq., B. A.,
Deputy Commissioner,
Shimoga District.

To

N. Madhava Rao, Esq., B.A., B.L.,
Chief Secretary to Government, Bangalore.

Sir,

I have the honour to submit herewith for favour of information a copy of the letter addressed to the Revenue Commissioner in the matter of the opening of new toll gates on the State Fund Roads.

I have the honour to be,
Sir,
Your most obedient servant,

Deputy Commissioner,
Shimoga District.

(16

the Ghat Head. In view of this fact, the Executive Engineer is of opinion that this proposed Toll at the District Frontier between Shimoga and Madur may be omitted from the list and that a new Toll Gate may be opened at Malur in the Thirthahalli Taluk on the Shimoga-Mangalore Road as there are no Toll Gates on this road from Shimoga till we reach the Ghat head which is a distance of about 56 miles. Malur is about 26 miles from Shimoga and the location of a Toll Gate will not cause any hardship to the traffic on the road. There is a Municipal Toll Gate at Shimoga. I agree with him in this respect.

3. Another Toll Gate may be established at Ayanur on the Bangalore-Honnavar Road. This is a place where a pretty big weekly Shandy is held and which is about 11 miles from Shimoga. The roads from Honnali and Hyderghar Ghat, i.e., coming from Nagar and Nallurkatte meet here. If these proposals meet with the approval of Government, I shall take further action to sell the right of collecting tolls at these places.

4. As regards the possibility of arranging for reciprocity where necessary between the British Toll Gates on the Frontier of the State and the State Fund Toll Gates in the State, I may be permitted to state that no reciprocity arrangements exist at present and there is no reason why there should be any hereafter, since the existing practice is working satisfactorily and there are no complaints in this matter. There is, as I have pointed out above, a State Fund Toll Gate at Jumbe Ghat and a British Toll Gate at Someswar just below the Ghats at a distance of about 8 miles. There is a state Fund Toll Gate at Kalkal in the Nagar Taluk and a British Toll Gate also, below Ghats in the British Territory. The people are paying tolls at both the Toll Gates and there is no reciprocal arrangement at present. The question of reciprocal arrangements does not, in my opinion, deserve consideration as the British Government have been tapping our traffic all these years and it is only fair that we should be left free to tap the traffic passing along our roads in an equally violent manner. As a

matter

APP. F. VI. cl.]

(18

UBJECT.....

.....

.....

Section F.R.M

File No. 9-27

Serial No. 2

Diary No. of letter replied to .. 524 ...

No.

General and Revenue Secretariat

(Rev)

the *192*

To The Rev Comm^r

Sir,

Date of issue 6/8/27

Signed by.....

I am directed to invite reference to G.O. No L 8783-114/F (G.O. 25-28 dt 9-6-27) passing orders on the report of the Joint Tollgate Committee about the establishment & administration of tollgates & to request you to send up proposals of action to be taken to give effect to G.O. in so far as it relates to State fund tollgates.

List of enclosures.....

Copied by.....

Examined by .....

Asst Sec

Under Sec

WD 0562 -GPB—31,000—17-8-25

OFFICE OF THE REVENUE COMMISSIONER
IN MYSORE,

No. C.1540/27-28.

Encl 2 Stalls, 2 maps 4 Mss *Dated Bangalore* 19th December 1927.

FROM

P. G. D'SOUZA, ESQ., B.A., B.L.,
REVENUE COMMISSIONER IN MYSORE.

To

The Chief Secretary to the Government
of His Highness the Maharaja of Mysore,
Bangalore.

SIR,

With reference to your letter No. R.1070/L.R.9-27-2 dated the 6th August 1927, calling for proposals for giving effect to the Government Order No. L.8795-814/L.B. 49-25-28 dated the 9th June 1927 in the matter of establishment and administration of State Fund Toll gates, I have the honour to state that the reports called for in this behalf have been received from all the Deputy Commissioners excepting Kolar and Mysore. The Deputy Commissioner, Mysore, has reported that he has sent proposals direct to Government and has not sent a copy of it to me to enable me to give my opinion in the matter. There seems to have been some misapprehension as to the Central Authority responsible for co-ordinating all the proposals for the Revenue Commissioner has nothing to do with the Local Fund Toll Gates and his connection with the State Fund Toll Gates consists in seeing that they are sold annually. The roads are under the control of the Ex Public Works Department and the location being therefore primarily a matter in which they are most interested had to be done in consultation with them. A stringent reminder has been issued to the Deputy Commissioner, Kolar, to furnish his reply at once. On its receipt, a further reference will be made. The Deputy Commissioner, Tumkur District, states in his letter No. A.7-433/27-28 dated 14th December 1927 that he has sought instructions on certain points

P.T.O.

(35

R5785

Rm 9-27-5 D 13.1.28

R5785

Issue new (3)

To

The Revenue Commissioner in Mysore.

Sir,

I am directed to inform you that in accordance with the decision ~~arrived~~ reached at the meeting in the Dewan's chambers yesterday, orders have been issued sanctioning the opening of toll-gates at the places indicated in your letter No.1540 dated 20th December 1927 and also at certain other places in the Mysore and Kolar Districts. (A copy of the Government Order is enclosed). In the absence of full particulars due from the Deputy Commissioner of Kolar District, the proposals in regard to that District are still incomplete and information in regard to other roads referred to in the Committee's report is awaited.

2. As regards the other points referred to in your letter, I am directed to state as follows:--

Government agree with you that the provision regarding permission to owners of motor vehicles to compound for toll may be given effect to from the beginning of the next official year. It is proposed to fix the compounding fee as under:-

(1) Every motor vehicle constructed to carry less than 10 persons and plying for hire. 200 p.a.

(2) Every other motor vehicle plying for hire 400 p.a.

P.T.O.

Preserved

RM 9-27

Rs 1-6 7811

Later Reg

Mu 49-33 C 10 ry

R.S. 25-35. (20.27)

Preserved

R.M. 9-27

1-6 7811

Revised rules re levy of tolls on

State Aid Roads

Treasury in consequence of which the accused found themselves in a tight corner. As shown by Exhibits P60 and P68 the Taluk Treasury indented from the District Treasury for a remittance of Rs 8000/- on 28-11-1925. On that day the opening balance was Rs 16780/- consisting of Rs 5085/- in notes and small coins Rs 9900/-. The closing balance was Rs 19725/- of which Rs 6075/- were in notes. Heavy sums are generally received in the Treasury on the last few days of the month. In fact the balance on 30-11-1925 was Rs 23490/- exclusive of the remittance of Rs 8000/- received that day as per requisition of 28-11-1925. There was enough to work the Treasury and there was no need to get a remittance. The highest paymentis on the Ist day of the month and is not more than about Rs 9000/-. On other days the average transactions would be about Rs 2000/- and the credits are generally more thandebits. If there was no shortage there was no need to get Rs 8000/- from the District Treasury with the closing balance on hand of Rs 19725/- and opening balance of 16,780/-. If there wasa shortage of Rs 5000/- then deducting it and small coins Rs 9900/- the balance was not enough to work the Treasury. Not only this sum of Rs 8000/- was got under the pretext that parties wanted whole rupees and notes of higher denominations, but there was a remittance the very day or next day of Rs 15,000/- including Rs 9900 in small coins, notes 200 x 10, 575 x 5 and 225 x 1 equal to Rs 5100/-. The Amildar's inspection was pending on 1-12-1925 and the Treasury Officer Mr. Vasudeva Rao's inspection on 6-12-25 of which he had given previous notice. It may be argued that as small coins alone came to Rs 9900/-, it was not possible to work the Treasury with the remaining notes and Rupees amounting to about Rs 7000/-. If the balance was not sufficient why were Rs 5100/- remitted in notes just before the inspection and in spite of an order Ex.P37 to send the remittance before 20-11-1925, or after 2-12-1925. Just before the inspection

F. IX.4

1927 (Rm)

Rm File No. 9-27

Serial Nos. 1-7 ~~1-11~~ 1, 6, 7 & 11

vious References
25-25 - (2-4)
32-26 -
4-94 - 11, 13, 23 & 24
49-25 - (2-4)

ter References
Rm 3-28 - 57, 58
LR 86-29-46-7, 8 April 1930.
RMS-n9(458669)
RM Sep no 250-31
RM 56-31 C (1)

General and Revenue Secretariat.

Serial Nos. Eight ✓

Part B for February 1928

SUBJECT

Report of the Joint toll gates Committee about the establishment and administration of toll gates on Provincial Dirt-Road and Municipal Roads.

To The Revenue
" Comptroller
" Chief Engr
" Dy Comm of Dirt
" Presidents of Dirt-Brds

Re R 5942-60 & 6. 2.28

Issues revised rules in re Collection of tolls on State Aid Roads

RM 6.3.28

524

App. F. (2 III—2]

General and Revenue Secretariat. Rev File No. 9 of 1927

Serial No.

Chief Engr to keep the instructions in view given in the order before submitting proposals.

Re (3) - It is for consideration whether a separate order has to issue as regards the abolition of the Yelwal toll gate. It is for orders whether all the new tollgates (10+20) proposed should be opened immediately.

Re (4) The Rev Comr may also be asked to submit a ~~detailed~~ note for comparing yields as in the case of Dt Fund tolls in consultation with the Dt Judge. The question of obtaining receipts (item 5 above) has been referred to the Ch Engr in the order itself. He may also be asked to report whether he has taken any action in the matter. Submit for orders.

Rey 21/7/27

Separate orders may issue as regards (3).

Ch Secy) 22/7

What is the average revenue obtained from Yelwal Toll gate?

new 23/7

From the comparative statement of

SECRETARY. CHIEF 22 JUL 1927

NOTE.—Contn. sheet

WD 0324—GPB—60,000—24-5-27

D 5th 21-7-27

App. F. III–2]

General and Revenue Secretariat.

File No. 9 of 1927.

Serial No.

G.O. No. L 8795-814(RB 49-
dt 9-6-27 passing orders on the r
of the Joint toll gate Committee a
the establishment and administ
etc., of toll gates on Provincial R

The ~~ten~~ items on which further action has to be taken are

1) Establishment of additional tollgates at the frontiers of the State on State ~~Dc~~ Fund Roads as per Appendix II. (10 gates)

2) Establishment of interior tolls on State Fund Roads ~~etc~~ as per Appendix III. (20 tollgates)

3) Abolition of the Yelwal tollgate.

4) Providing in the rules for the compounding of tolls ~~in the rules~~ in the case of Provincial toll gates.

5) Obtaining reciprocity in regard to exemption from payment of toll as between Mysore & British frontier toll gates.

~~In the~~ As regards items 1 & 2 the Rev Comr may be asked to submit proposals for locating the new tollgates at particular points in consultation with the Dep Comrs & the

NOTE—Contn. sheet

WD 0324—GPB—60,000—24-5-27

App. F. (3
NI—2]

General and Revenue Secretariat.

File No. 9 of 1927.

Serial No.

Rm 75-25-Rs 314

realisations of toll gates, put up in connection with the file leading to the order of 27th May 1926., it may be seen that the average income taking into consideration the realisations for 5 years from 1921-22 to 1925-26, is Rs Rs10,175. (Vide flag T.) It may be observed from the comparative statt (T). that the largest amount is realised from this tollgate.

CHIEF SECRETARY. 26 JUL 1927

4) There is no object in abolishing the toll gate at yelwal until proposals are developed to establish the new TM gates. R.C may be asked to send proposals of action to be taken to give effect to Mr. R.C.O. in so far as it relates to State Toll TM gates

Asst Members

Dy Secy

Draft subs

WD 0824—GPB—60,000—24-5-27

General and Revenue Secretariat.

R M File No. 84 of 1927. (5

Serial No.

D.O. Reminder to 4623 dt 17

16) Forests The items on which further action had to be taken in accordance with the orders of the G of I in para 10 of the notes above. A communication to the Rev. Govt calling for proposals on all these points was also issued from the F.S. Branch. Reminders are being issued from here; the latest of them, a D.O. has been issued yesterday.

Letter no Dy.602. dt 5th Dec 1927 from the D.C. Bijapur forwarding proposals in the matter of location of State Fund Toll gate

Letter no C2. R. 762 dt 7th Dec 1927 from the Dy Com Bangalore forwarding a copy of his letter to the Rev Com in the matter of establishment of Toll gates on State Fund Roads.

D.O. letter no C. 154 13th Dec 1927 fr D.

NOTE—Contn. sheet.

WD 0324—GPB—60,000—24-5-27

General and Revenue Secretariat. File No. 9 of 1927. (8

Serial No. ~~15~~ 3

Letter no C. 1540 of 20th Dec 1927 from the Rev Com forwarding the proposals of the Dy Commissioners with his opinion regarding the alignment of State Toll gates.

Reports, to the Rev Comm., have been sent from all the Dcs except Kolar. The D.C. Mysore has sent the report direct to this place.

In para 3 of the ~~Rev Comm's~~ letter, the Rev Com recommends the following points.

Frontier Toll gates.

1) Sanction may be accorded to the proposals of the Dy Commissioners regarding frontier Toll gates, as the places suggested by them are suitable.

2) ~~The working of~~ the Toll-gates may be ordered to start work from the middle of Jan next and they may be worked upto the end of Current official year.

NOTE—Contn. sheet.

WD 0324—GPB—60,000—24-5-27

General and Revenue Secretariat. Rev File No. 9 of 1927.

(9

Serial No.

3) As regards establishment one gate keeper on Rs 20/- p.m, a peon on Rs 10/- with a small Contingent grant of Rs 5. p.m for each Toll gate till the end of the Current Official year.

4) As each arrangement would cause a Confusion for want of time, it may perhaps be ~~dis~~ desirable to start the work from 1st July 1928.

5) We also recommends that there is some advantage in Collecting tolls by Govt Agency as it would give some indication of ~~profitable~~ probable Collections.

Interior TOll gates:-

Bangalore dt: The Rev Com accepts the proposal of the D.C. Bangalore regarding the location of the ~~Toll~~ gate interior TOll gates.

Tumkur dt: The Rev Com suggests the opening of only one toll gate

NOTE—Contn. sheet

WD 0324—GPB—60,000—21-5-27

General and Revenue Secretariat. File No. 9 of 1927.

Serial No.

the next official year.

As regards the Compounding of fees by bus owners, he says that it is may be given effect to from the beginning of the next official year.

Re: the new rate of tolls ~~the~~ the Rev Com states that it may also be given effect to from the beginning of the next official year

Draft on the lines recommended by the Rev Com is submitted for consideration

From the map in the other file 20/IV Erlegyone toll gate seems to suffice for one road from this point the proposal has to be sifted perhaps

Draft

NOTE—Contn. sheet

WD 0321—GPB—60,000—21-5-27

(13

General and Revenue Secretariat. Rm File No. 9 of 1927.

Serial No.

recommends a toll gate on one of the two roads previously appd – proposes an alternative for the other and adds a third road not previously appd The RC is strongly in favour of these last. The other two toll gates may be appd. The Mysore Dy Com recommends two bridge tolls, and one other toll on a road previously appd. The order of Govt on the Toll Com's report is that no new bridge toll will be opened on old bridges The two bridge tolls proposed in Mysore State are on old bridges. These cannot be sanctd. The other toll gate may be opened. The frontier toll gates proposed are all in accordance with the previous order. These may be appd.

A draft order as above has been prepared and is placed in the file for consideration.

The RC has recommended the entertainment of certain establishment for the toll gates.— One Salt Keeper on Rs 20/p.m. a servant on Rs 10/p.m. and a sum for contingencies at Rs 5/p.m. This

NOTE—Contn. sheet.

WD 0324–GPB—60,000—24-5-27

Serial No.

may be sanctd. For the 21 tons sales now proposed the appn for four months from Feby 28 — from which perhaps the sales can be conveniently opened at the earliest — comes to Rs 2940/-. The above rate for which the sale is proposed & the sales to be opened may also be appd. The Chief Engr may also be requested to provide lodge for the sale staff.

The RC also proposes
(1) that commutation for compounding by steamers may come into effect from next year
(2) that rates for compounding may be one half the usual rate on an average number of journeys
(3) that laden & unladen coals be rated equally, the existing distinction being removed.

The first 2 proposals may be appd & the second reserved for orders. The last is contrary to the orders of the Govt and need not be pursued.

The draft includes instructions on these points also — subject to approval

Mr TK Somervell has seen the Docket now —

Chiefs

NOTE—Contn. sheet.

WD 0324—GPB—60,000—24-5-27

Read back from Chiefs for issuing draft. 28/5 HW 28/5

28994 2439

App. F. III—2]

General and Revenue Secretariat. File No. 9 of 1927. (15

Serial No.

Draft revised as required and put up for approval

Inv 28/11 29/11

Ch Loey

Forwarded to Rai, P. W. D. for favour of scrutiny and remarks on the draft G. O

Lu 3/12/27

NOTE—Contn. sheet.

WD 0824—GPB—60,000—24-5-27

Public Works Secretariat. | Main File No: 9 of 1927 (64

Serial No.

Ins/Hand 93/P.WD
6th Jan 28

Returned, with compliments-

2. The cost on account of Establishment for --- each toll gate comes to Rs.140/-. The cost of a - lodge and a gate will come to about Rs.600 and ---- Rs.160 respectively. The total amount with - - -- reference to the number of toll gates and lodges to be constructed, and on account of the new Establishment required, may kindly be sanctioned as an ------ additional grant, as there is no money available in the Public Works Budget for the purpose. Information may also be caused to be furnished as to the places where the lodges and gates are immediately needed to enable orders being issued to the Superintending Engineers-

Secretary to Government,
Public Works Department.

T.R.S.

6/1/28

The amount required for establishment can only be ascertained after the Collectors an attempt is made to get contractors have let the work.

At the present, I would be apprehensive to put up kutcha toll gates & lodges

Note—Contn. sheet.

WD 895—GBP—5000—31-8-28

32459

App. F. III—2]

General and Revenue Secretariat. Rev File No. 9 of 1927 (19

Serial No.

Three revised drafts are sub. for consideration
The III draft, in which it is proposed
to consult the R.C. involves a
slight change of the Schedule.
This I mean is necessary, if as
under the present Schedule
~~steam~~ heavy lorries used to
pay a much lower rate than passenger
busses.

5590
12/1

Hum
12/1

First Member

I agree.

Hum
12/1

I think we could
Cart of agricultural (
should be exempted. Hon
this Session, after hearing from RC

13/1

Issue
from Rev Bd

13/1

Rec'd at 4:50 pm on 13/1/28.

H/Com 1091 of 13/1

Financial Secretary has been consulted
D/F & fair draft

Hum
13/1

Sec A

S.O.

NOTE—Contn. sheet.

MR
13/1/28

Communicate to H/Com
1091 of 13/1

points from Government. The tentative proposals received now from him have been incorporated in this report.

Before dealing with the proposals I wish to bring to the notice of Government one point which Mr. Anantaraman has raised in regard to the location of interior toll gates in State Fund Roads. In para 2 sub para (2) of the Government Order under reply, the recommendations of the Provincial Toll Gate Committee, as accepted by the Joint Committee, as regards the location of the interior toll gates, are summarised as follows:-

"Interior toll gates may be established as in Appendix III. The District Boards should be consulted about the gates proposed to be opened on District Board roads". The Government have accepted this recommendation in para 3, while the recommendation of the Joint Committee as seen from the report is to the following effect.

"As regards inter District frontier toll gates on the provincial roads, they are of opinion that not more than one toll gate may be established in the interior or at the frontiers of Districts. As the unit of administration and control for the Provincial Roads passing through different Districts is the same, they do not recommend the establishment of a toll gate in each of two adjoining Districts. They think that one toll gate on a provincial road at the frontier of a District is sufficient".

It is seen from the above recommendation that the Committee were not in favour of locating more than one toll gate in the interior in any provincial road mentioned in the appendix. But the Executive Engineer, Tumkur, seems to think that the Government Order is capable of being interpreted to mean that more than one toll gate may be opened in

in the interior on each State Fund road. This is apparently due to the summary of the Committee's recommendation in the Government Order not being sufficiently explanatory on the point. I am therefore of opinion that sub para (2) of para 2 in the Government Order may be amplified to remove this ambiguity and make the Committee's and consequently the Government's intention clear. In view of the desirability of these toll gates not unduly hampering traffic the restriction proposed by the Committee is very necessary.

2. The Deputy Commissioners of Shimoga and Kadur Districts have also submitted their proposals direct to Government (vide their letters No. A-1.C.2383/26-27 and A.1-407-27/69 dated 14th December 1927 and 4/7th October 1927 respectively.

3. The proposals of the Deputy Commissioners for the location of new toll gates on the frontiers of the State will be found incorporated in the statement accompanying this letter. The places suggested by them are suitable and I request that Government sanction may be obtained for the proposals. The toll gates now proposed to be opened, may be ordered to start work from the middle of January next and they may be worked amani till the end of the current official year. As regards the establishment to be entertained for controlling the collections at each of the toll gates proposed ~~to~~ to be newly opened, as proposed by the Deputy Commissioner, Hassan, an establishment consisting of a gate keeper on Rs.20/- per mensem and a peon on Rs.10/- per mensem with a small contingent grant of Rs.5/- per month may be sanctioned for each gate till the end of the current year. As however such arrangements when started without due preparation cause considerable confusion and it is necessary to provide buildings

buildings etc., where the persons collecting the tolls can remain and to construct toll gates, it may perhaps be desirable to begin once for all from 1st July 1928 and auction the gates without working them amani even for short periods. On the other hand I may say that there is some advantage in collecting tolls by Government Agency as it would give us some indication of the probable collections, otherwise the disposal of the toll gates for the first one or two years becomes an exceedingly speculative matter.

4. I now propose to deal with the location of toll gates in the interior of the State, District by District.

The Deputy Commissioner, Bangalore, proposes the opening of such toll gates in the following places in the State Fund roads mentioned in appendix III of the Government Order.

1. Hosakote-Chintamani road.

   at Hindiganal (Hoskote taluk) between 6/30 and 30.

2. Devanhalli, Chikballapur road, at Avati (Devanhalli taluk) between 6/26 and 26.

3. Bangalore-Tumkur road, near Dobbspet, (Nelamangala taluk) between 6/31 and 31.

4. Bangalore-Mysore road, at Byrapatna (Chennapatna taluk) between 6/40 and 40.

These proposals may be accepted as they satisfy the conditions prescribed in the Government Order.

The Deputy Commissioner, Tumkur, proposes to have interior toll gates in the places shown below:-

A. Bangalore-Mangalore road, via, Kunigal.

   (this corresponds to the Nelamangala-Kunigal road in appendix III).

1. At the junction of the Magadi road with this road mileage 5/40.

   This place falls in the Bangalore District.

2. At the Shimsha bridge on the Yadayur side of the same road 5/57.

B. Bangalore-Tumkur road at the junction of the Koratagere-Dobspet road mile 7/31.

(This is provided for in the recommendation of the Deputy Commissioner, Bangalore).

C. Tumkur-Hiriyur road, at Tavarekere at mile 82.

D. Tumkur-Tiptur-Arsikere road, at the junction of the Huliyar-Honnavalli road at mile 95.

While I agree to the proposals generally I find that in the Nelamangala-Kunigal-Nelligere-Chennarayapatna road, The Deputy Commissioner proposes to locate two toll gates one at 5/40 mile at the junction of the Magadi road with this road and another at 5/57 mile on the Shimsha bridge on the Yadayur side. This road which runs for about 20 miles in the Mysore District is mentioned against Mysore District also in appendix III so that if the Mysore Deputy Commissioner should have proposed the location of a toll gate in his District also, on this road, there will be three toll gates in one road within a distance of less than 40 miles. This will defeat the intentions of the Committee who do not want the location of a toll gate even at a distance of 25 miles from another in the same road. So I would recommend the opening of one toll gate in this road on the Shimsha bridge and would not support the recommendation for the opening of any other toll gate on this road in the Bangalore, Tumkur or Mysore District. The Deputy Commissioner of Tumkur has not proposed any toll gate on the Goribidnur-Koratagere road, I would recommend the location of a toll gate at the crossing of the Maddagiri-Tondebhavi road near Bychapur.

With regard to Hassan District the Deputy Commissioner has proposed the following interior toll gates.

(1) in the Belur-Mudigere road at Cheekanhalli where the Arehalli road meets it.

(2) in the Hassan-Kadur road in front of the travellers' bungalow at Banavar just beyond the junction of the Belur-Javagal road with this road.

These proposals may be accepted.

The Deputy Commissioner, Shimoga District, has proposed the opening of interior toll gates in the following places:-

(1) in the Shimoga-Tarikere road, at the Bhadravati bridge.

(2) in the Shimoga-Agumbe road at Malur.

(3) in the Bangalore-Shimoga-Honnavar road at Ayinur.

He does not want a toll gate on the Agumbe-Hariharpur road. So far as the opening of the toll gates at Bhadravati bridge and Malur are concerned I agree with him and recommend that they may be sanctioned, the toll gate at Malur being sanctioned in place of a toll gate on the Agumbi-Hariharpur road mentioned in appendix III of the Government Order. With regard to the proposal to open a toll gate at Aiyanur I am of opinion that as a toll gate has been proposed on the Bhadravati and a frontier toll gate is proposed at Jalaguppa in the same road, there is no necessity to have an additional toll gate at Aiyanur which is within 25 miles from Bhadravi.

Regarding the Kadur District, the Deputy Commissioner proposes to locate toll gates in the following places:-

(1) in the Kadur-Arasikere road at the Vedavati Bridge near Tangli.

(2) in Chikmagalur-Halebid road at Kagehalla out post.

(3) in Chikmagalur-Belur road at Kartikere about 1½ miles from Chikmagalur.

If a toll gate is located at the Vedavati bridge it will be

be within 3 miles from the gate proposed to be opened at Banavar by the Deputy Commissioner, Hassan. As regards the proposed Kagehalla and Kartigere toll gates these will be very near each other in the same road. It is therefore enough if only one of these viz., the toll gate at Kartigere is sanctioned.

Regarding Chitaldrug District the Deputy Commissioner proposes the location of an interior toll gate at Malebennur on the Harihar-Honnali road and this may be accepted.

I have appended herewith a statement showing the toll gates to be newly opened as recommended above. These toll gates may be started from the next official year and right of collecting may be auctioned early enough to enable the gates being worked from 1st July 1928.

5. As regards the compounding of fees payable by bus-owners, it is seen that the right of collecting tolls at the existing Provincial toll gates in all the Districts, for the current year, has already been disposed of by public auction and that as such, the toll gate contractors have, since then, been levying tolls on all the busses passing through these toll gates. Although the Government have a right, as per clause 7 of the sale notification to compound with the owners of motor busses plying on State Fund roads and passing through these toll gates, yet this provision has not been till now enforced and as such the contractors who have bid for these toll-gates at the auction time with the hope of realising the full amount due from such motor busses, will have cause for grievance, if compounding is enforced at this stage. It is therefore desirable, as opined by several Deputy Commissioners, to give effect to the Government Order in regard

regard to compounding with owners of motor busses from the beginning of the next official year, by widely publishing the rules to be framed in this behalf, before auction time. The rate to be fixed for such composition may be calculated at ½ the total charge at one trip per day, if the vehicle passed through it every day in the year.

The new rates of tolls provided in appendix V of the Government Order under reference may also be given effect to from the beginning of the next official year year as the right to collect tolls for this year has already been sold. If they are given effect to now alone, they will simply augment the profits of the contractors without in any way benefitting the Government. I therefore request that these suggestions may be accepted and orders issued very early.

Next, as regards the possibility of arranging for reciprocity, wherever necessary, between the British Toll gates on the State Frontier and toll gates in the State, I think that the suggestion made by the Deputy Commissioner, Shimoga, is sound. In places where no reciprocal arrangement exists at present, there is no need for its creation afresh. At present, people have been paying tolls at both the British and Mysore State toll gates in all the Districts excepting Chitaldrug, and no serious complaints have till now been received. It is true that more traffic passes from Mysore Territory to the adjacent parts of British India than in the ~~ex~~ opposite direction for some of our produce finds its markets through British India and it is not likely that the British Authorities will look with much favour any reciprocal arrangements calculated to reduce some of their income.

6. Another point ~~tha~~xmxy that may be considered along with the aforesaid proposals is that the distinction between landen and unladen carts should be done away with (as has been already done in the British Provinces) in order to prevent mischief on the part of the contractors.

I have the honour to be,
Sir,
Your most obedient servant,

Revenue Commissioner.

K.V.

No.

OFFICE OF THE REVENUE COMMISSIONER
IN MYSORE,

Dated Bangalore, the 13th December *1927*.

D.O.C-1540

13

Dear Mr.Taj Peeran,

Proposals are due from you in regard to the Provincial Toll gates to be opened in accordance with Government Order dated 9th June 1927(vide No. 1540 of 26-27 dated 17th August 1927 and subsequent reminders) Several reminders have already been sent from the Office. Government have taken serious objection to the delay, I shall be much obliged by your kindly devoting your immediate attention to this matter and send complete proposals in regard to the location of Toll gates Before the end of this week. Government do not accept the explanation that the delay is due to the information not being received from other Offices. They expect you to pay personal attention to this matter. I shall therefore be much obliged by your letting me have the necessary proposals immediately.

Yours sincerely,

Sd/ P.G. D'Souza.

Copy.

For Revenue Commissioner.

(15

No.A.1.C. 2383/26-27. Office of the Deputy Commissioner,
Shimoga District.
Shimoga, dated, 12th December, 1927.

From

B.P. Honnaiengar, Esq., B.A.,
Deputy Commissioner,
Shimoga District.

To

P. G. D'Souza, Esq., B.A., B.L.,
Revenue Commissioner in Mysore
Bangalore.

Sir,

With reference to your memo No.C. 3689/25-26 dated 19th August 1927, calling for proposals for giving effect to the Government Order No.L. 8795-814/L.B. 49-25-28 dated 9th June 1927, passing orders in the matter of the establishment of additional toll gates on Provincial Roads, I have the honour to state that the Frontier Toll Gate on the Sagar-Jog Road may be opened at Talaguppa at the junction of the Bangalore-Honnavar Road and the Aralgodu Road.

2. As regards, the suggestion of the Committee to establish two new interior Toll Gates on the marginally noted Roads, I discussed the question with the Executive Engineer and we came to the conclusion that the Toll Gate on the Shimoga-Tarikere Road may be located near the Bridge at Bhadravati. The District Fund Toll Gate which is located near Bhadravati about two miles away from the Town on the Chennagiri Road may be shifted to Kudlagere if need be. As regards Harihurpur-Agumbe Road, it is learnt that there is already a toll Gate at Harihurpur Bridge. Besides the District Boundary is about 7 miles from Agumbe. There is already a State Fund Toll Gate at

1. Shimoga-Tarikere Road.
2. Harihurpur-Agumbe Road.

the

(17

matter of fact a lot of Commerce comes from below the Ghats, and deserves to be taxed by us. I would therefore recommend this question not being taken up now.

5. As regards introduction of the new rates of Tolls provided in appendix A of the order under reference, I may state that the right to collect at all the State Fund Toll Gates has been sold in auction for the current years and if the increased rates are given effect to, it would only increase the profits of the contractor without in any way benefiting the Government. These can therefore be brought into force only from next year. The question of composition will also have to be taken up then. May I also point out that in some British Toll Gates no distinction is made between laden and unladen carts and I would submit for your consideration a similar procedure being adopted here as the present rate gives room for a lot of mischief by Toll Gate contractors and some loss to Government.

6. A plan showing the existing and the proposed Toll Gates is submitted herewith for favour of perusal and orders.

I have the honour to be,

Sir,

Your most obedient servant,

Sd/- B.T. Kelamani Rao

Deputy Commissioner,

Shimoga District.

Copy

Deputy Comm^r

Cen Shimoga Dist-.

No. C. 15-40/267/One

OFFICE OF THE REVENUE COMMISSIONER,
MYSORE,

Dated Bangalore, the 17th December 1927.

Dear Sir,

With reference to your D.O. No. 4497 dated 8th December 1927, regarding the opening of State Toll Gates, I write to state that immediately on receipt of the Government Order, detailed proposals have been called for and replies have been received only from two Deputy Commissioners, viz, Mr. Heblikar and Mr. Ramaswami. As regards the latter, no new State Toll gate is to be opened under the Government Order in the Kadur District and Mr. Heblikar has made certain suggestions in regard to the Toll-gate on the Bangalore-Hosur road which will be embodied in the final report.

I have sent a wire to the other Deputy Commissioners to send a reply immediately. They all say they are awaiting for proposals from their subordinate officers, I have informed them that such replies are not satisfactory, but as it is necessary to open these Toll gates from the 1st January, they should pay immediate attention to this matter and send up their proposals within 5 days. (Copy of letter written to them is enclosed). There has been some delay in the Districts as the location has to be fixed in consultation with the Public Works Department and the District Board. But final proposals will be submitted before the 20th of this month.

Yours sincerely,

N. Madhava Rao, Esq., B.A., B.L.,
Chief Secretary to Government.

3907

App. F. III—2]

General and Revenue Secretariat. Rev File No. 9 of 1927 (21)

Serial No.

that the existing rule 1(4) appended to (G.O. 23.6.27) must be changed so as to exempt carts of agriculturists used for carrying manure or agricultural produce to or from their fields. As these rules were issued from the L.S.G. branch & ~~effect~~ of introduced must also be given effect to even in respect of D.L. Toll fees, also, this may be referred to that branch. It is for orders whether the Rev Comr's suggestions in regard to the compounding of toll fate fees may be accepted. The draft rules will have to be modified if they are accepted.

Chief Secy 31/1

Dy 30/1/28 2571

1) I have asked Mr. D.K. Sanjeevaraya Iyer to put up a draft amending the Rules.

2) Also a letter to R.C asking him to submit remarks proposals in 24 hrs

1/2

1) A draft is sent in another file

2) This was ordered by Secy on 1/2 & Mr. Draft letter is put up in Mr. file.

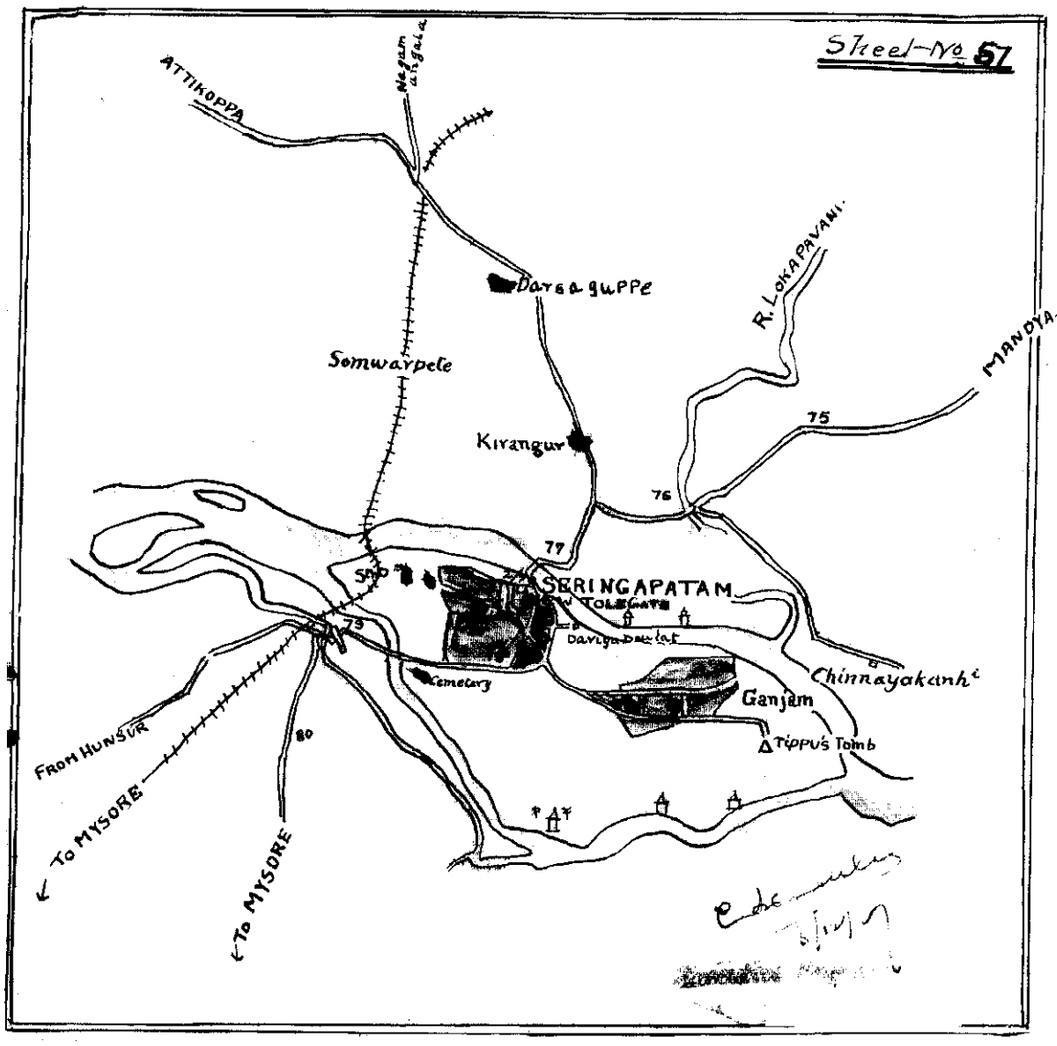
Chavan 1/2

Chief Secretary 31 JAN 1928

Copy in person please D 31/1

Orders issued vide G.O. D 62-R. dated 6-2-28.

NOTE—Contn. sheet


Sheet-No 57
ATTIKOPPA
Nagamangala
Darasguppe
R. LOKAPAVANI
MANDYA
Somwarpele
Kirangur
75
76
77
SERINGAPATAM
N TOLEGATE
Daria Daulat
Cemetary
Chinnayakanhe
Ganjam
Tippus Tomb
FROM HUNSUR
TO MYSORE
80
TO MYSORE

In all future communications please quote --
No. C2-R.762/27-28
Enc. ನಿರಂ.

OFFICE OF THE DEPUTY COMMISSIONER,
BANGALORE DISTRICT.

Dated Bangalore, the 21st March 1928

FROM

G. B. HEBLIKAR, Esq., B.A., L.L.B.,
Deputy Commissioner,
Bangalore District.

RW

To 8/12

N. Madhava Rao, Esqr., B.A., B.L.,
Chief Secretary to the Government of Mysore,
Bangalore.

SUBJECT:— Establishment of Toll duties on Public Roads.

SIR,

I have the honour to enclose herewith for information a copy of my letter and its enclosure addressed to the Revenue Commissioner in Mysore, this day with regard to the subject above.

I have the honour to be,
Sir,
Your most obedient servant,
GBHeblikar
Deputy Commissioner,
Bangalore District.

Mas

(11)

Statement showing the places on State Fund Roads at which toll gates may be established in the Bangalore District.

Sl. No.	Name of Road.	Village near which the toll may be established.	Between Mile Stones.	Remarks.
1.	Bangalore - Hosur Road.	Attibele (Anekal Taluk).	1/21 and 3/21.	Frontier toll gate. Attibele is a very important place near the frontier.
2.	Hoskote - Chintamani Road.	Hindigpal (Hoskote Taluk).	6/30 and 30.	A market place of some importance.
3.	Devanhalli - Chikballapur Road.	Avati (Devanhalli Taluk).	6/26 and 26.	An important village in the Devanhalli Taluk
4.	Bangalore - Tumkur Road.	Dobbspet (Nelamangala Taluk).	6/31 and 31	
5.	Bangalore - Mysore Road	Byrapatna (Channapatna Taluk).	6/40 and 40.	

Deputy Commissioner,
Bangalore District.

In all future communications please quote --
No. Cg.R.762/27-28
Enc. Two.

OFFICE OF THE DEPUTY COMMISSIONER,
BANGALORE DISTRICT.

Dated Bangalore, the 7th August *1927.*

FROM

G. B. HEBLIKAR, ESQ., B.A., L.L.B.,
Deputy Commissioner,
Bangalore District.

TO

F.C. D'SOUZA, Esqr., B.A., B.L.,
Revenue Commissioner in Mysore,
Bangalore.

SUBJECT:— Establishment of Toll Gates on State Road Roads.
Reference:— Your office memo No. C. 3869/25-26 d 19.7.27

SIR,

With reference to the above I have the honour to append herewith a statement showing the places at which the Toll Gates may be established on the Bangalore Hosur Road near the frontier and on certain important State Road Roads.

2. As regards the compounding of fees payable by bus owners I think that the bus owners may be allowed to compound once with the Toll Gate Commissioner on payment of half the amount payable by them if no compounding existed.

3. I am of opinion that it would be a mistake to work these Toll Gates myself. The best way would be to dispose of the right to collect the fees by auction as is being now done.

4. The right to collect these fees may, I think, be disposed of by public auction for the second half year before the 31st instant.

I have the honour to be,
Sir,
Your most obedient servant,

Sd. G.B. Heblikar,

Deputy Commissioner,
Bangalore District.

"Copy"
G.B. Heblikar
Deputy Commissioner,
Bangalore District.

App. F. III—2]

General and Revenue Secretariat. File No. 965 of 1927

(4)

Serial No.

Ref. R 1070 dt 6/9 to RC
Calls for proposals to give effect to GO. dt 5.6.27 in so far as it relates to State Govt. Coll

Sec A

(1) Remarks of the Hon'ble Minister on the note submitted with Dept Secy's U.O. dt 9.11.27 regarding action taken on the Committee recommendations in connection with GO. dt 5.6.27:—

"I want to know why there has been all this delay on the part of the RC in giving effect to the GO. which was passed in June last. RC may kindly be asked to explain this & fix up that even a complete draft like this should have hindered on appeals.— 1/12/27."

(2) Shall prepare a D.O. reminder to the Chief Secy. at once.

28
1/12

(1) Draft sent
Ref 5/12 MM
5/12

(2) Forwarded MM 6/12

Chief Secy

(3) Issued MM 7/12

(4) Put up a memo of points to be pressed at this conference

MM

(1) Noted for action
Sd/- [illegible]
7/12

NOTE—Contn. sheet

WD0824—GPB—60,000—24-5-27

2781 L

App. F. III—2]

General and Revenue Secretariat. Rev A File No. 9 of 1927. (6

Serial No.

Rev Com stating that details proposals in the matter of opening State Toll gates have been called for and reports have been received from the two Dy Cs Malabar and Tamaun and final proposals will be submitted before the end of this month.

17 Submitted for orders whether a draft Standing may be put up in the Case of Bellary and Bangalore Dts from whom proposals have been received or the final report from the Rev Com may be awaited till 20th inst by which time the promise to send the report

15/12 The toll gates recommended may perhaps be sanctioned subject to the conditions mentioned in the toll gate order; other points may be considered after orders are issued opening such toll gates now proposed.

15/12

Disposal form

NOTE—Contn. sheet

WD 0324—GPB—60,000—24-5-27

General and Revenue Secretariat. File No. 9 of 1927

26508
2781

Serial No.

Abt such proposals as few rd. How can DC Mysore a bridge toll on an old bridge? What has to be refused to any the others sam? MD 15/12

Letter No A/C 2810/26. 27 & 14th Dec 1926 from the D.C. Bijapur forwarding a copy of his letter to the Rev Comm in the matter of opening of new toll gate Citki Fund Rd.

3 drafts sanctioning are submitted as directed

Ch 16/12 17

In the draft re Shimoga an observation may perhaps be added that if the present Contractor agrees to pay more enhanced rates may be adopted for the coming half year. Other points have perhaps to be considered after the views of all the D.C's are read

NOTE—Contn. sheet

WD 0324—GPB—60,000—24-5-27

General and Revenue Secretariat. Rev File No. 9 of 1927. (60

Serial No.

at the Shimsha Bridge and also recommends one bridge on Gokibidnur X-Roads to Kortagere Rd, which the Dc has not suggested.

Hassan Dt:- The Rev Comm. agrees with the proposal of the D.C.

Shimoga Dt: The Rev Com does not agree with the proposal of the D.C. as regards the opening of the gate at Azimur and this is not suggested by the Committee also.

Kadur Dt. The Rev Com is for opening only one Toll gate at Kartigere.

Chitaldrug Recommends only one Toll gate at Malebennur

Regarding the ~~opening~~ Starting of the interior Toll gate the Rev Com. suggests that it may be done from

NOTE—Contin. sheet

WD 0324—GPB—60,000—24-5-27

General and Revenue Secretariat. Rev File No. 9 of 1927. (12.

Serial No.

Proposals regarding the new toll gates to be opened on state Trunk Roads both in the interior and at the frontier of the state (in Bangalore, Tumkur, Hassan, Kadur, Shimoga & Chitaldrug) received from the DC are subs for perusal. The DC Mysore has sent his proposal direct to Govt. The DC Kolar has not yet sent proposals.

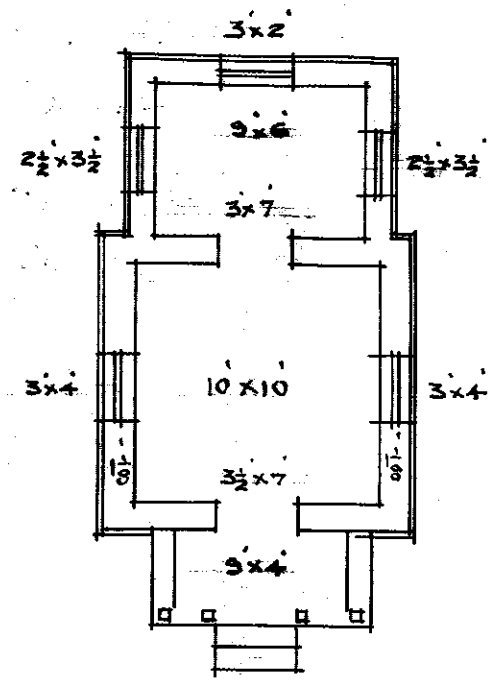
"y"

The proposals are in consonance with the recommendations of the Joint toll gate Co. as appd by Govt except in a few cases. A small alteration in location is proposed in one case in Bangalore Dt. This may be approved. A ~~Right~~ road appd by the Toll Co. is omitted in Tumkur Dt. a tollgate is proposed on a road not recommended by the Co. and on one of the roads recommended for the Tumkur Dt a tollgate is proposed maybe located in Bangalore Dt. It is not desirable to approve of these alterations. The rest of the proposals may be appd. The Hassan & Chitaldrug proposals are in accordance with the Toll Co. orders. They may be approved. The Shimoga Dy Comr

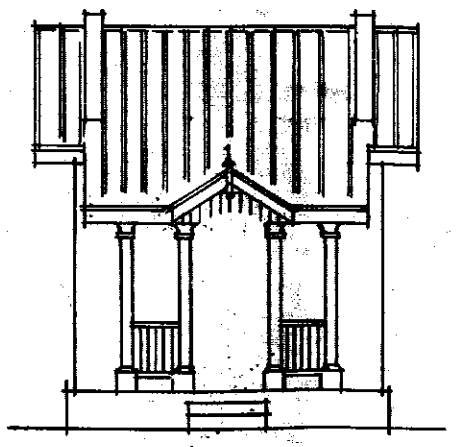
NOTE—Contn. sheet

WD 0321—GPB—60,000—24-5-27

DESIGN
FOR A
TOLL GATE
Scale 8'-1"



PLAN



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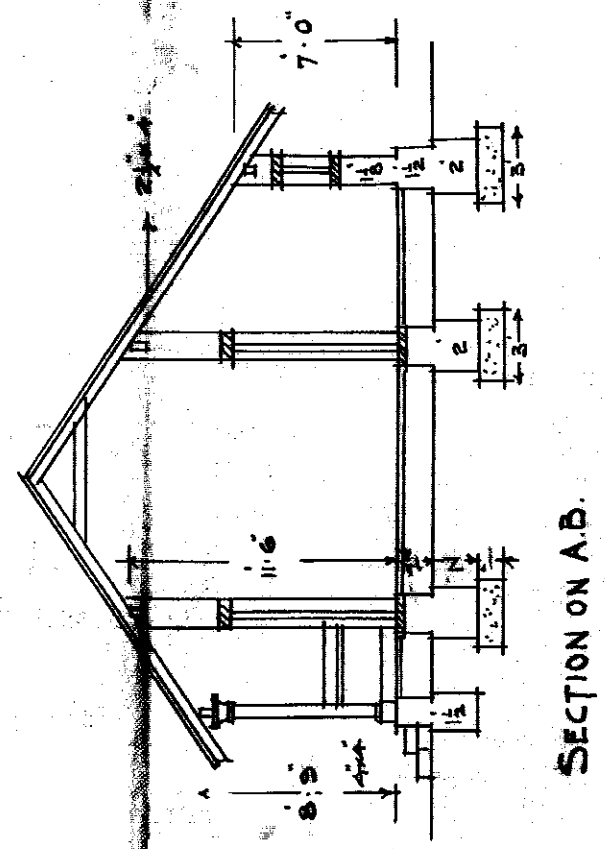
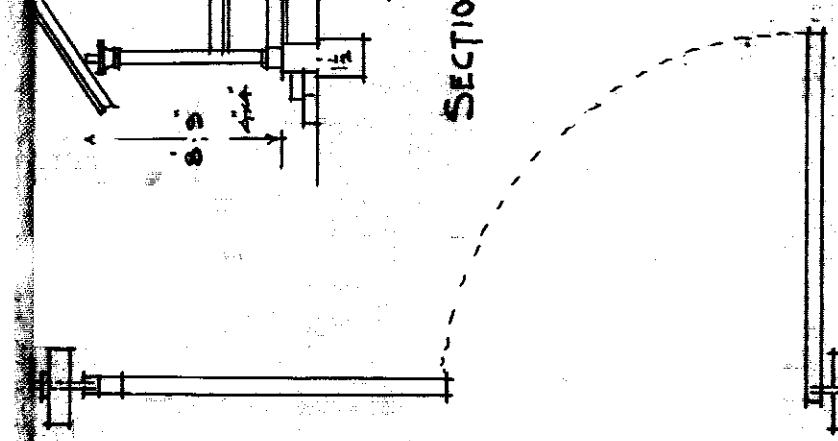
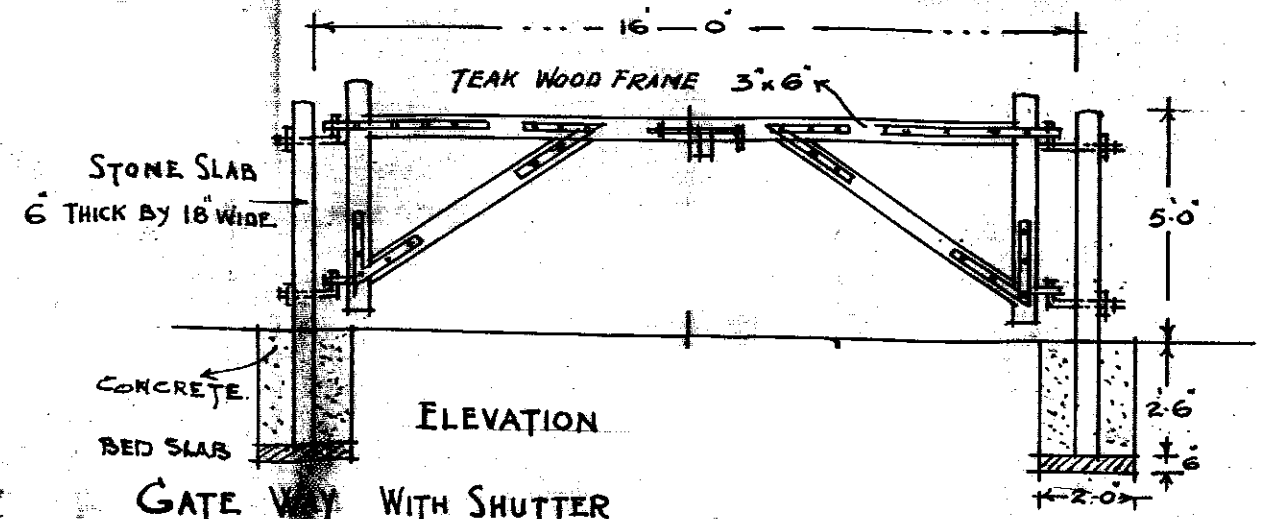


SECTION ON A.B.



PLAN



ELEVATION

GATE WAY WITH SHUTTER
LOCK & KEY ARRANGEMENT.
Scale 4'-1'

App. F. III—2]

General and Revenue Secretariat.

File No. 9 of 192 7

Serial No.

It is quite possible that the ... at some of the gates may ... their retention ... some reference is ... it would be ... construct ... [illegible] ... This will be necessary in the ...

... for ...

Then to Member

Food Member thru

Secretary Jaipur.

Shall propose ... Shyam modification in the ... all that ... taken to ... by the ... & that ... for further ... & put ... to ...

9.1.28

The draft, which was ... for submission to ... Member, has had to be modified in the light of Yesterday's discussions.

Nagar on 11/1/28
Toll gate at Jalwal to retain it.
No toll gate at Hamirpur & Gwalpel.
One at Mursan, one at Mathura Bridge
... provision for ... agent ...
Kolar to
Malbaja
Narsapur
Bagpalli

NOTE—Contn. sheet.

OFFICE OF THE THIRD MEMBER
10 JAN. 1928
No. 6331

WD 0824—GPB—60,000—24-5-27

(64

No.A.1.C. 2383/26-27.

Office of the Deputy Commissioner,

Shimoga District.

Shimoga, dated, 21st December, 1927.

From

B.T. Kesavaiengar, Esq., B.A.,

Deputy Commissioner,

Shimoga District.

To

P.G. D'Souza, Esq., B.A., B.L.,

Revenue Commissioner in Mysore,

Bangalore.

Sir,

In continuation of my letter No. A.1.C. 2383/26-27 dated 14th December 1927 offering my views in the matter of establishing additional Toll-gates as suggested in G.O.No.L. 8795-814/L.B. 49-25-28 dated 9th June 1927, I have the honour to bring to your notice one or two other points which also require careful consideration. If as ordered in para 4 of the Government order referred to, the payment of toll at one gate, whether Provincial or District Board, would give exemption at subsequen gates within 24 hours, the arrangement, I am afraid, would go to clash with the terms of the existing leases of the already established Toll-gates for the current year and the lessees who are at present levying tolls in respect of Motor vehicles at every one of the Toll-gates irrespective of the 24 hours limit would have a legitimate cause for the complaint. So any change that is proposed to be made in this directio will have only to take effect after the expiry of the current official year. I have also to state that this concession would only go to benefit the rich and the well-to-do, who can afford to travel in Motor conveyances which can cover even two hundred miles per day and traversing a number of Toll-gates within 24 hours, while the poor ryot, plodding on with his antiquated bullock "bundy" could scarcely benefit by the concession as his conveyance could scarcely take him more than 15 miles a a stretch per day in these Malnad parts, as a consequence of which

he

66

the new Toll-gate at Bhadravati on the Shimoga-Tarikere Road, can only be brought to operation with effect from the next Official year, as the location of the present Toll-gate would be within 3 miles from Bhadravati. These are among the points which may be taken as supplemental to the recommendation made in my previous letter on the subject.

I have the honour to be,

Sir,

Your most obedient servant,

Deputy Commissioner,

Shimoga District.

he would be required to pay tolls at every one of the gates he passes. This would in other words be an uneven mode of taxation the burden mainly falling on the poor while the Affluent motorist who can afford to pay escapes lightly. The concession, which to my mind appears too wide, would also go to prejudice the Government or District Board revenue to an appreciable extent as the bids for Toll-gates depending on the income from Motor Vehicles the tolls on which have been pitched at a high figure, would fall considerably. This aspect of the question also deserves careful consideration.

Next as regards the composition of Toll fees by the Motor bus owners referred to in para 6 of the Government Order, the classes of cases that would come under this concession as well as the terms on which such composition could be made have to be very clearly defined. The provision in the District Board Regulation, Sec. 62, clause 2, as it at present stands, is somewhat vague and requires to be amplified in more definite terms. Further the composition of fees would have to take into consideration the 24 hours rules of para (4) and a person compounding for one Provincial Toll-gate or District Fund Toll-gate would claim exemption from all Provincial Toll-gates or District Fund Toll-gates as the case may be. This would further prejudice the revenue derivable from Toll-gates.

One other point re: the establishment of new Toll-gates as suggested in Appendix (iii) of the order and as intimated in my last letter, the one at Bhadravati is to be approved, matters might not improve as I have separately requested Government in my No. C. 252/L.B. 26-27 dated 17-10-1927 to transfer the Bhadravati-Chennagiri District Fund road into a Provincial one. If my proposal commends itself to Government, whether two Provincial Toll-gates on one and the same road at a distance of 7 miles, one at Bhadravati and the other at Kudligere, could be established, is also a matter for careful consideration. Even granting that the said proposal of conversion would take some time to mature,

the

LIST OF PROVINCIAL TOLL GATES IN THE SHIMOGA DISTRICT.

Existing.	Proposed by the Toll Committee.	Remarks.
Appendix. I	Appendix. II Frontier Tolls.	
1. Agumbe Ghat.	1. Sagar.Jog Road.	Proposed to be opened at Talaguppe at junction of Bangalore-Honnawar road and the Aralgod Road.
2. Hydergharghat.		
3. Honnali Bridge.		
4. Kogar-Nagavalli-Bhatkal road.	Appendix. III. Interior Tolls.	
	1. Shimoga Tarikere road.	Proposed to be opened at Bhadravati the District Fund Toll Gate which is located two miles away being shifted to Kudligere.
	2. Hariharpur-Agumbe Road.	Proposed to be dropped as the District Boundary is about seven miles from Agumbe and as there is already a state fund toll gate at the Ghathead.
		NEW TOLL GATES PROPOSED TO BE OPENED at Malur and Ayanur.The former is on the Shimoga-Mangalore road where there are no toll gates till we reach the ~~kallxgalkas~~ ghathead which is about 56 miles from Shimoga and the latter is a place where a pretty big shandy is held and where the roads from Honnali and Hydergharghat meet.

APP. F. VI. Gl.]

169

SUBJECT.....

.....

.....

Diary No. of letter replied to.....

Section Rev

File No. 9-27

Serial No.

No. R5587

To

The Revenue Commr.

General and Revenue Secretariat

( )

the *192*

Sir

With reference to correspondence ending with your letter No T57/2224 dt 14.1.28, furnishing your views ~~on~~ but the draft order ~~proposed~~ in the matter of Compounding fees for vehicles, etc

I am directed to request you to ~~be so good as to~~ return the draft order forwarded with this office letter No R5585/RVS.27.5 dt 13.1.28

I have etc

Date of issue 24-1-28

Signed by Mr J K V Iyer

List of enclosures.....

Copied by 23/1

Examined by

6.83

over

WD 01265—GPB—31,000— 24-12-25

Statement showing the places on State Fund Roads at which toll gates may be established in the Bangalore District.

Sl. No.	Name of Road.	Village near which the toll may be established.	Between Mile Stones.	R e m a r k s.
1.	Bangalore - Hosur Road.	Attibele (Anekal Taluk).	1/21 and 3/21.	Frontier toll gate. Attibele is a very important place near the frontier.
2.	Hoskote - Chintamani Road.	Hindignal (Hoskote Taluk).	6/30 and 30.	A market place of some importance.
3.	[illegible]anhalli - Chikballapur Road.	Avati (Devanhalli Taluk).	6/26 and 26.	An important village in the Devanhalli Taluk.
4.	Bangalore - Tumkur Road.	Dobbspet (Nelamangala Taluk).	6/31 and 31	
5.	Bangalore - Mysore Road	Byrapatna (Chennapatna Taluk).	6/40 and 40.	

Deputy Commissioner,
Bangalore District.

(11)

Proceedings of the Government of H.H.
the Maharaja of Mysore.

...

R e a d:

G.O.No.L.8795-814/L.B.49-25-28 dated 9th June 1927 passing orders on the report of the Joint Committee regarding the establishment and administration of tollgates in the State.

2. Letter No. D_4 602/27-28 dated 5th December 1927 from the Deputy Commissioner, Mysore District, submitting proposals for opening new toll-gates in his District on State Fund Roads.

3. Correspondence ending with letter No. C.1540/27-28 dated 20th December 1927 from the Revenue Commissioner in Mysore, submitting with his opinion proposals received from the Deputy Commissioners of Bangalore, Tumkur, Hassan, Kadur, Shimoga and Chitaldrug Districts for opening toll-gates on State Fund Roads in their Districts.

...

Order No.

Dated Bangalore,

After considering the proposals made by the Deputy Commissioners in accordance with the G.O. of 9th June 1927 read above for opening new toll-gates on State Fund Roads in their districts the Revenue Commissioner

Dated Bangalore 24 th January 26

FROM

P. G. D'SOUZA, Esq., B.A., B.L.,
REVENUE COMMISSIONER IN MYSORE.

D 4.2.27
D.C.-IV

To

The Chief Secretary to the Government
of His Highness the Maharaja of Mysore,
Bangalore.

Rec'd 24 Jan

SIR,

With reference to your letter No.R. 5589/[illegible] 9-27-7 dated 24th January 1928 requesting the return of the [illegible] Government Order in the matter of compounding fees for vehicles etc., I have the honour to return herewith the same.

I have the honour to be,

Sir,

Your most obedient servant,

Revenue Commissioner.

has recommended that toll-gates may be established at 19 places. The proposal is approved.

2. The Deputy Commissioner, Mysore Dt. proposes the opening of toll-gates on the Nelligere-Chennarayapatna road and at Welsley and Lakshmanathirtha bridges and at the frontier on the Maddur-Sivasamudram-Kollegal road. The Revenue Commissioner considers that it is unnecessary to have a toll-gate on the Nelligere-Chennarayapatna road as another toll-gate is to be located at the Simsha bridge on the same road ~~nearer Kunigal~~. ~~This view is approved.~~ The toll-gates proposed by the Deputy Commissioner, Mysore District to be located at the Welsley and Lakshmanathirtha bridges also cannot be sanctioned as it has been decided not to ~~open new~~ levy bridge tolls except on new bridges. The toll-gate at the frontier on the Maddur-kollegal road is sanctioned. 3. The places where the new toll-gates are ~~sanctioned~~ established are shown in the statement appended to this order.

4. The rates of toll to be collected ~~in~~ at the new toll-gates will be the maximum sanctioned in the G.O. of 9th June 1927 read above.

5. Arrangements must be made to open the toll-gates now sanctioned from a date not later than the 1st March 1928. If it is not possible to get contractors for collecting

tolls [redacted] this year, the collection may be made through Government Agency up to the end of June 1928 and the right of collecting tolls sold from next year.

6 The Revenue Commissioner proposes that establishment consisting of a gate-keeper on Rs. 20 per mensem and a peon on Rs. 10 per mensem be employed for each new toll-gate and recommends a grant of Rs. 5 per mensem for contingencies for each gate. ~~The total cost on account of the gates now sanctioned at the above rates comes to Rs. 2,800 for four months from February 1928.~~ ~~This expenditure is sanctioned.~~ The Chief Engineer is requested to point out the head in the budget of the P.W.D. from which it may be met. The Chief Engineer is also requested to take steps to put up the new toll-gates and provide temporary lodges for the gate establishment where the Deputy Commissioners consider this necessary.

7 The Revenue Commissioner has recommended that the provision regarding permission to motor bus owners to compound for toll may be given effect to from next year and has proposed certain rates for compounding. He recommends also that the distinction between laden and unladen carts for purposes of toll may be abolished. The provision regarding composition will as proposed -

come into effect from next year. The proposal to remove the distinction between laden and unladen carts for purposes of toll ~~cannot be approved.~~ does not commend itself to Govt. Separate orders will issue regarding rates for the composition of toll.

& the Revenue Commissioner ~~states~~ agree with that the question of establishing reciprocity ~~where it does not exist~~ with frontier toll-gates in British territory need not be considered at present. ~~This is approved.~~ ~~Govt accept this view~~

Chief Secretary to Govt.

To

The Revenue Commissioner

The Chief Engineer in Mysore.

The Deputy Commissioners of districts.

The Comptroller to Government.

The Presidents of District Boards.

TSS.

Proceedings of the Government of H.H. the Maharaja of Mysore.

R e a d:-

Government Order No.L.8795-814/L.B. 48-25-28 dated, the 9th June 1927, passing orders on the report of the Joint Toll Gates Committee about the establishment and administration of Provincial, District Fund and Municipal Roads.

2. Correspondence ending with letter No.T.51/27-28 dated, the 18th January 1928 from the Revenue Commissioner in Mysore, -- submitting proposals regarding fees to be fixed for compounding tolls and exemption of agriculturists' carts carrying manure to or from the fields from payment of tolls.

ORDER NO.L.

Dated, Bangalore, the February 1928.

In the Government Order read above, Government approved of certain changes in the rules governing the levy of tolls on State Fund Roads and the schedule of maxima rates was also revised. The question of providing for a system of compounding tolls and for granting exemptions have formed the subject of further consideration and correspondence.

Government are pleased to pass orders as follows:-

1. Rule 1 (a) provides that "no toll shall be levied afresh on any cart etc., passing along a provincial road if within a period of 24 hours computed from sunrise

to sunrise a toll has been collected at any toll gate on a provincial road". It has been brought to the notice of Government that the exemption contemplated in this ~~rate~~ rule is too wide and that there is no reason why payment of toll fees at one gate on a provincial road should exempt a vehicle or animal from paying similar fees on other sections of the road. Agreeing with this view, Government direct that the rule in -- question be revised as follows:-

"No more than one payment of toll shall be demanded at any one toll bar, gate or station in respect of any carriage, cart or animal in any one period of 24 hours counted from sunrise to sunrise".

2. With a view to exempt the carts of agriculturists carrying manure ~~etc~~., from payment of tolls, rule (d) of the revised -- rules will be modified as follows:-

"(d) carts laden with manure or other substance used as manure shall pay toll at the rate prescribed for unladen carts. -- Provided that no toll shall be levied on carts belonging to agriculturists residing within 5 miles of the toll-gate when such carts are used for carrying manure to their fields".

3. Item 1 of the schedule of maximum rates appended to the Government order - (Appendix V) is revised as ~~indicated~~ below:

"1. (a) On every four wheeled motor vehicle constructed to carry less than 10 persons. Rs. 1 0 0

5.)

The rules, as now revised, are appended hereto. They will be brought into force ~~Under effect~~ from 1st March 1929 of all the new Lot gates but ~~they~~ will not affect ~~leases already in force. for~~ ~~the duration of the~~ ~~close~~ - the current years' leases of the Newbold gates.

(b) On every other four wheeled motor vehicle. Rs. 2-0-0

4. The Toll gates Committee recommended that action should be taken to provide for the compounding of tolls in the case of Provincial Toll-gates. Such an arrangement is only necessary in the case of motor vehicles plying for hire. Government therefore direct that it shall be competent to the Deputy -- Commissioners to recover from the owners of such vehicles in lieu of their liability to pay tolls at the provincial toll gates the following composite fee for a period not exceeding one year:-

(1) In respect of every motor vehicle of class (a) -- plying for hire. Rs. 200/- P.A.

(2) do. (b) plying for hire. Rs. 400/- P.A..

(5)

DRAFT)

nil

Chief Secretary to Government.

To

The Revenue Commr. in Mysore.
The Comptroller to Govt.
The Chief Engineer of Mysore.
The Dy. commers of Dts.
The Presidents of Dt. Boards.

Proceedings of the Government of His Highness the Maharaja of Mysore.

R e a d :-

Government Order No.L.8795-814/ L.B. 48-25-28 dated the 9th June 1927, passing orders on the report of the Joint Toll Gates Committee about the establishment and administration of Provincial, District Fund and Municipal Roads.

2. Correspondence ending with letter No.T.51/27-28 dated the 18th January 1928 from the Revenue Commissioner in Mysore, submitting proposals regarding fees to be fixed for compounding tolls and exemption of agriculturists' carts carrying manure to or from the fields from payment of tolls.

O r d e r No. R. 59260 RM 9-27-11

Dated, Bangalore the 6th Feb.1928

In the Government Order read -- above, Government approved of certain changes in the rules governing the -- levy of tolls on State Fund Roads and the schedule of maxima rates was also revised. The question of providing for a system of compounding tolls and for granting exemptions have formed the subject of further consideration and correspondence.

Government are pleased to pass

orders as follows:-

(1) Rule 1 (c) provides that "no toll shall be levied afresh on any cart etc., passing along a provincial road if within a period of 24 hours computed from sunrise to sunrise a toll has been collected at any toll gate on a provincial road," It has been brought to the notice of Government that the exemption contemplated in this rule is too wide and that there is no reason why payment of toll fees at one gate on a provincial road should exempt a -- vehicle or animal from paying similar fees on other sections of the road. Agreeing with this view, Government direct that the rule in question be revised as follows:-

" No more than one payment of toll shall be demanded at any one toll bar, gate or station in respect of any carriage, cart or animal in any one period of 24 hours counted from sunrise to sunrise."

2. With a view to exempt the carts of agriculturists carrying manure,-- etc., from payment of tolls, rule (d) of the revised rules will be modified as follows:-

" (d) carts laden with manure or other substance used as manure shall pay toll at the rate prescribed for

unladen carts. Provided that no toll shall be levied on carts belonging to agriculturists residing within 5 miles of the toll-gate when such carts are used for carrying manure to their --- fields."

3. Item 1 of the schedule of maximum rates appended to the Government --- Order (Appendix V) is revised as below:

" 1. (a) On every four wheeled motor vehicle constructed to carry less than 10 persons. Rs. 1 0 0

(b) On every other four wheeled motor vehicle. Rs. 2 0 0.

4. The Joint Toll gates Committee recommended that action should be -- taken to provide for the compounding of tolls in the case of Provincial Toll gates. Such an arrangement is only necessary in the case of motor vehicles plying for hire. Government therefore direct that it shall be competent to the Deputy Commissioners to recover from the owners of such vehicles, in lieu of their liability to pay tolls at the provincial toll gates, the following composite fee for a period not exceeding one year:-

(1)	In respect of every motor vehicle of class (a) -- plying for hire.	Rs.200/- P.A.
(2)	--do-- (b) plying for hire.	Rs.400/- P.A.

5. The rules, as now revised, are appended hereto. They will be brought into force from 1st March 1928 at all the new toll gates, but will not affect the current year's leases of the older toll gates.

Yes

Chief Secretary to Govt.

To

The Revenue Commissioner in Mysore,
The Comptroller to Government.
The Chief Engineer of Mysore.
The Deputy Commissioners of Dists.
The Presidents of District Boards.

Government of His Highness the Maharaja of Mysore.

GENERAL AND REVENUE DEPARTMENTS

82

G. O. No. R. 5942-60 /R.M. 9-27-11 Dated, Bangalore, the 6th February 1928

Tolls

Issues revised rules in regard to the levy of———on State Fund Roads.

Read:—

Government Order No.L.8795-814/L.B.48-25-28, dated the 9th June 1927, passing orders on the report of the Joint Toll Gates Committee about the establishment and administration of provincial, District Fund and Municipal Roads.

2. Correspondence ending with letter No.T.51/27-28 dated, the 18th January 1928 from the Revenue Commissioner in Mysore, submitting proposals regarding fees to be fixed for compounding tolls and exemption of agriculturists' carts carrying manure to or from the fields from payment of tolls.

ORDER NO.R. 5942-60/R.M. 9-27-11 DATED THE 6TH FEBRUARY 1928

In the Government Order read above, Government approved of certain changes in the rules governing the levy of tolls on State Fund Roads and the Schedule of maxima rates was also revised. The question of providing for a system of compounding tolls and for granting exemptions have formed the subject of further consideration and correspondence.

Government are pleased to pass orders as follows:—

1. Rule 1 (a) provides that "no toll shall be levied afresh on any cart etc., passing along a provincial road if within a period of 24 hours computed from sunrise to sunrise a toll has been collected at any toll gate on a provincial road." It has been brought to the notice of Government that the exemption contemplated in this rule is too wide and that there is no reason why payment of toll fees at one gate on a provincial road should exempt a vehicle or animal from paying similar fees on other sections of the road. Agreeing with this view, Government direct that the rule in question be revised as follows:—

"No more than one payment of toll shall be demanded at any one toll bar, gate or station in respect of any carriage, cart or animal in any one period of 24 hours counted from sunrise to sunrise."

2. With a view to exempt the carts of agriculturists carrying manure, from payment of tolls, rule (d) of the revised rules will be modified as follows:—

"(d) carts laden with manure or other substance used as manure shall pay toll at the rate prescribed for unladen carts. Provided that no toll shall be levied on carts belonging to agriculturists residing within 5 miles of the toll gate when such carts are used for carrying manure to their fields."

3. Item 1 of the schedule of maximum rates appended to the Government Order (Appendix V) is revised as below:—

"1. (a) On every four wheeled motor vehicle constructed to carry less than 10 persons . Re. 1 0 0
(b) On every other four wheeled motor vehicle 2 0 0

4. The Joint Toll gates Committee recommended that action should be taken to provide for the compounding of tolls in the case of Provincial Toll-gates. Such an arrangement is only necessary in the case of motor vehicles plying for hire. Government therefore direct that it shall be competent to the Deputy Commissioners to recover from the owners of such vehicles in lieu of their liability to pay tolls at the provincial toll gates the following composite fee for a period not exceeding one year:—

(1) In respect of every motor vehicle of class 1 (a) plying for hire ... Rs. 200 per annum.
(2) do class 1 (b) plying for hire Rs. 400 per annum.

5. The rules, as now revised, are appended hereto. They will be brought into force from 1st March 1928 at all the new toll gates, but will not affect the current year's leases of the older toll gates.

For Chief Secretary to Government.

To—The Revenue Commissioner in Mysore.
The Comptroller to Government.
The Chief Engineer of Mysore.
The Deputy Commissioners of Districts.
The Presidents of District Boards.

D1134

Circular despatch to Collectors
Inter despatch

5. The rules, as now revised, are appended hereto. They will be brought into force from 1st March 1928 at all the new toll gates, but will not affect the current year's leases of the older toll gates.

Chief Secretary to Govt.

To

The Revenue Commissioner in Mysore,
The Comptroller to Government.
The Chief Engineer of Mysore.
The Deputy Commissioners of Dists.
The Presidents of District Boards.

t..e.right of collecting tolls thereat may be auctioned. I recommend t..a. this proposal may also be sanctioned. The Holenarsipur Sub Division Officer, further states that detailed proposals will be submit.ed by him af.er receipt of a report from the Amildar Arsikere Taluk. The same will be forwarded soon af.er its receipt.

I have the honor to be,

S i r,

Your most obedient servant,

A. Ramachenger.

for Deputy Commissioner,

Hassan District.

as.

No.D4.602/27.

Office of the Deputy Commissioner,
Mysore District.

Dated, Mysore, 14th December 1927.

From

A.V. Ramanathan, Esq.,B.A.,
Deputy Commissioner,Mysore District.

To

P.G. D' Souza, Esq., B.A.,B.L.,
Revenue Commissioner in Mysore,Bangalore.

No C 1540/27
DEC 16 1927
IN MYSORE

Subject:- Toll Gate (State Fund) - location of---

With reference to your letter No.C.1549/27-28 dated 29th October 1927 calling for proposals to give effect to G.O.No.L.8795-814/L.B.49-25-28 dated 9th June 1927, I have the honor to forward herewith a copy of my letter No.D4.602/27 dated the 5th instant to the Chief Secretary to the Government in the matter.

I have the honor to be,
Sir,
Your most obedient servant,

For Deputy Commissioner,
Mysore District.

matter of fact a lot of Commerce comes from below the Ghats, and deserves to be taxed by us. I would therefore recommend this question not being taken up now.

5. As regards introduction of the new rates of Tolls provided in appendix V of the order under reference, I may state that the right to collect at all the State Fund Toll Gates has been sold in auction for the current years and if the increased ~~rates~~ are given effect to, it would only increase the profits of the contractors without in any way benefiting the Government. These can therefore be brought into force only from next year. The question of composition will also have to be taken up then. May I also point out that in some British Toll Gates no distinction is made between ~~laden~~ laden and unladen carts and I would submit for your consideration a similar procedure being adopted here as the present rate gives room for a lot of mischief by Toll Gate contractors and some loss to Government.

6. A plan showing the existing and the proposed Toll Gates is submitted herewith for favour of perusal and orders.

I have the honour to be,

Sir,

Your most obedient servant,

Deputy Commissioner,

Shimoga District.

No. D4. 602/27-28.

Encls: 4 Sketches.

Office of the Deputy Commissioner,
Mysore District.

Dated Mysore, 5th December 1927.

From

A.V. Ramanathan, Esq.,B.A.,

Deputy Commissioner, Mysore District.

To

N. Madhava Rao, Esq.,B.A.,B.L.,

Chief *Secretary to the Government of*
His Highness the Maharaja of Mysore,
Bangalare.

SUBJECT:— State Fund Toll Gates - location of --

Sir,

With reference to Government Order No.L.8795-814 L.B.49-25-28 dated 9th June 1927 calling for submission of proposals in the matter, I have the honor to forward herewith sketches showing the location of State Fund Toll-Gates in this District for kind approval and issue of necessary Notifications.

		Mile
1.	Wellesly Bridge	2/78
2.	Lakshmanathirtha Bridge.	1/109
3.	Nelligere - Channarayapatna Road.	1/64
4.	Maddur-Sivasamudram-Kollegal Road.	2/27.

I have the honor to be,

Sir,

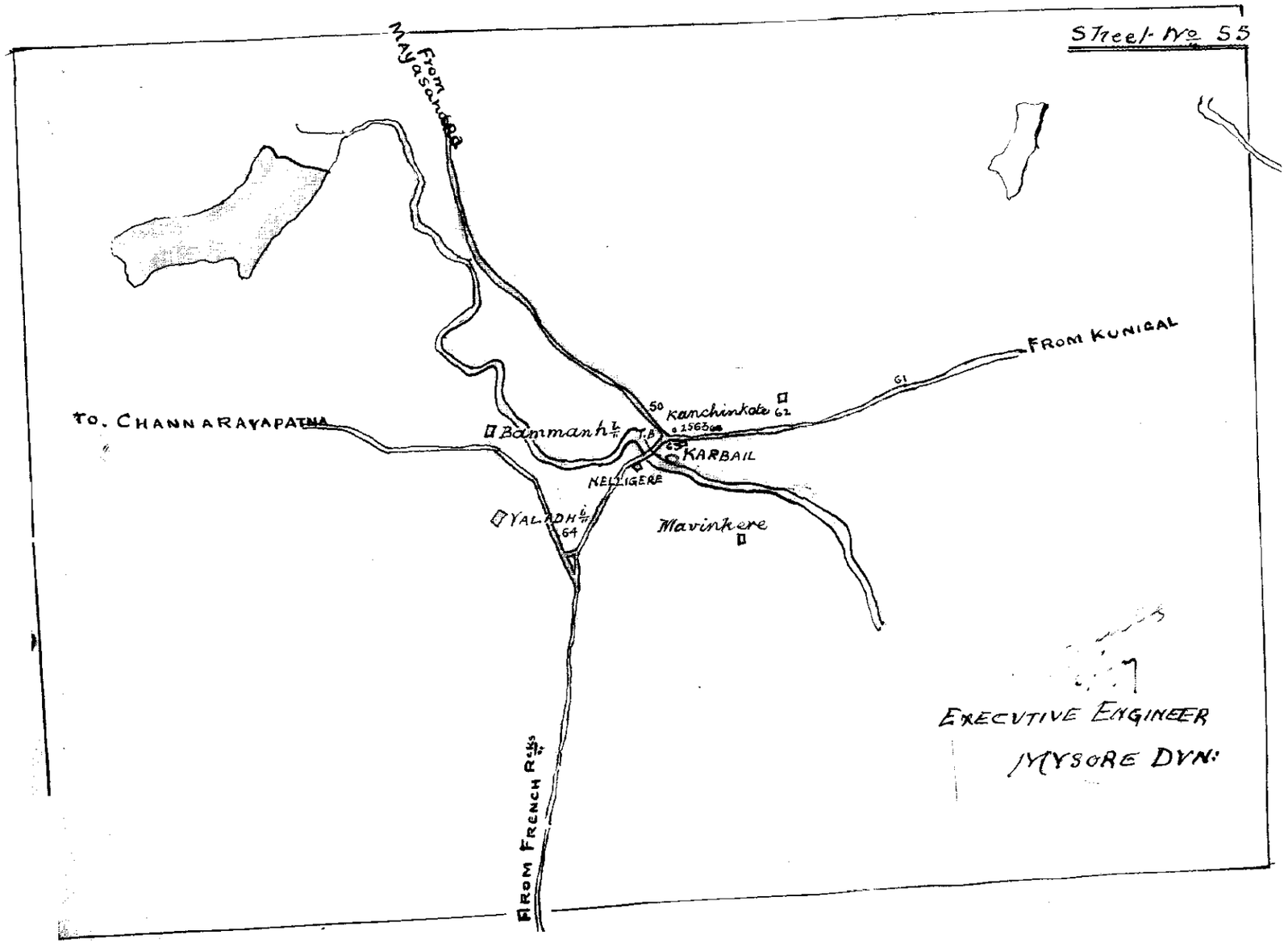
Your most obedient servant,

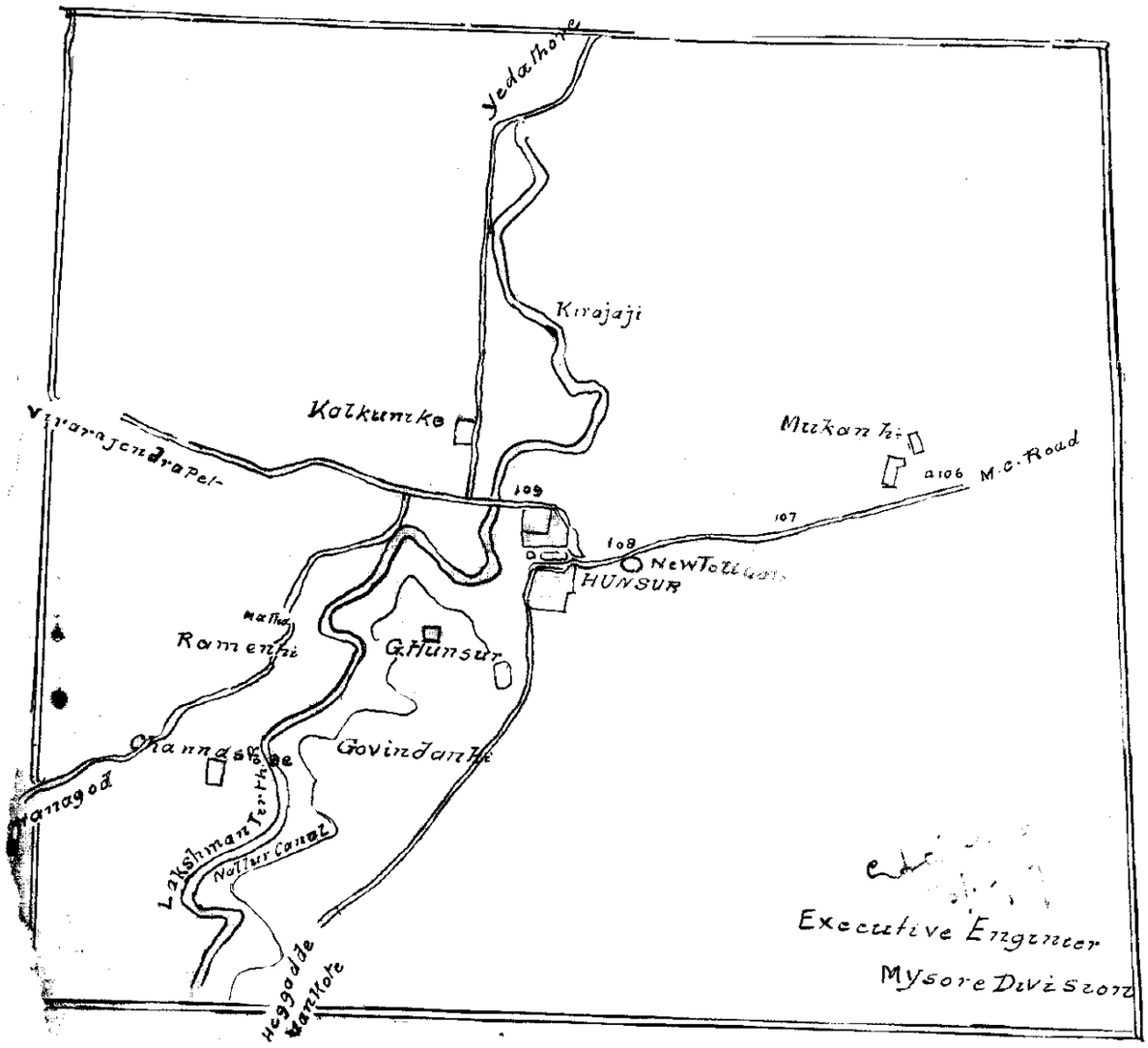
Deputy Commissioner,

Mysore District.

A.N.

Sheet No 55


From Mayasandra
FROM KUNIGAL
G1
50
Kanchinkote 62
TB
KARBAIL
TO. CHANNARAYAPATNA
Bammanhl
NELLIGERE
YALADH
64
Mavinkere
FROM FRENCH R
EXECUTIVE ENGINEER
MYSORE DVN:


Yedathore
Kirajaji
Kalkunike
Vijayarajendrapet-
Mukam
M.C. Road
109
108
107
NewTollgate
HUNSUR
Ramenhi
G.Hunsur
Govindanhi
Lakshmanthirthe
Nallur Canal
Executive Engineer
Mysore Division

Frontier toll gates to be newly opened.

			Between miles.
Bangalore District.	Bangalore-Hosur road.	Attibele in Anekal Taluk.	1/21 &3/21
Tumkur	Pavagada-Kalyadurg road.	At the junction of the Hoskote Branch road with the main road.	Mile 2/72
- do -	Pavagada-Madakasira road	Rajavanti	Mile 5/55
- do -	Maddagiri-Madakasira road.	Chandrabavi out-post.	Mile 6/
Shimoga	Sagar-Jog road	Talaguppe (at the junction of the Bangalore-Honnavara road and the Aralgodu road.	
Kollegal	Madras Sivasamudram Kollegal rd.	2/27 mile.	

Revenue Commissioner.

Mulbagal-Palmaner Mulbagal

TKN

Bagepalli

Interior toll gates to be opened newly.

(28)

			Between Miles.
Bangalore District.	1 Hoskote-Chintamani road.	Hindiganal (Hoskote Taluk)	6/30 and 30
	2 Devanhulli-Chickballapur road	Avati (Devanhalli Tk)	6/26 and 26
	3 Bangalore-Tumkur road	Dobspet (Nelamangala Taluk)	6/31 and 31
	4 Bangalore-Mysore road	Byrapatna (Channapatna Tk)	6/40 and 40
Tumkur District	5 Bangalore-Mangalore (Nelamangala-Kunigal road)	At the Shimsha bridge on the Yediyur side.	5/57
	6 Tumkur-Hiriyur road (Sira-Hiriyur road)	At Tavarekere	82
	7 Tumkur-Tiptur-Arsikere road.	At the junction of the Huliyar Honnavalli road.	95
	8 Goribidnur-Kortagere Road	At the crossing of Maddagiri-Tondebhavi road near Bychapur.	
Hassan District	9 Belur-Sudigere road	At Cheekanahalli where the Arehalli road meets it.	
	10 Hassan-Kadur road	In front of the Travellers' Bungalow at Banavar just beyond the junction of the Belur Javagal road with this road.	
Shimoga District	11 Shimoga-Tarikere road	Bhadravati Bridge.	
	12 Shimoga-Agumbe road	Malur.	
Kadur District.	13 Chikmagalur-Belur road	Kartigere about 1½ miles from Chikmagalur.	
Chitaldrug District.	14 Harihar-Honnali	Malebennur.	

P. Rajagopal
Revenue Commissioner.

Mysore-Nanjangud Road

Mysore

near Hanchipura

TKN

Mysore-Nilgiri (Gundulpet)

Mysore-Coorg Hassan

Mysore-Bangalore

Hoskote

Hassan

Kadur

(30

Proceedings of the Government of H.H. the Maharaja of Mysore.

...

Read:--

G.O.No.L.8795-814/L.B.49-25-28 dated 9th June 1927 passing orders on the report of the Joint Committee regarding the establishment and administration of toll-gates in the State.

2. Letter No.D4 602/27-28 dated 5th December 1927 from the Deputy Commissioner, Mysore District, submitting proposals for opening new toll-gates in his District on State Fund roads.

3. Correspondence ending with letter No.C.1540/27-28 dated 20th December 1927 from the Revenue Commissioner in Mysore, submitting with his opinion proposals received from the Deputy Commissioners of Bangalore, Tumkur, Hassan, Kadur, Shimoga and Chitaldrug Districts for opening toll-gates on State Fund roads in their Districts.

- - - -

Order No: R 5766-84 / R 45-27-4

Dated, Bangalore, the 13th Jan 1928.

After considering the proposals made by the Revenue Commissioner and the Deputy Commrs. of Districts, Govt. are pleased to sanction the ~~opening of new toll-gates~~ levy of tolls on animals and vehicles on State Fund roads at the

places noted in the accompanying statement. Tolls will be collected at these places from 1st March 1928 at the maximum rates sanctioned in the Govt. Order of 9th June 1927 read above. Arrangements should be made to adopt these rates from 1st July 1928 for toll-gates already established.

2. In modification of the instructions contained in Govt. Order dated 9th June 1927 read above, Govt. have decided to retain the existing toll-gate at Yelwal on the Mysore-Coorg road.

3. The right of collecting tolls at the several toll-gates may be disposed of, as far as possible, by auction or by inviting tenders. If contractors are not forth-coming, tolls may be collected by departmental agency. The Deputy Commrs. are authorized to incur expenditure according to the marginally noted scale for such of the new toll-gates as cannot be made over to contractors.

For each toll-gate.
One gate keeper on Rs.20/- per mensem.
One peon on Rs.10/- p. m.
For contingencies. Rs.5/- p.m.

4. The Chief Engineer is requested to take steps to put up toll-gates of a cheap design at the several places where the levy of tolls is sanctioned by this order and also to provide, in consultation with the Dy. Commrs. of Dists. sheds for the use of the Tolls establishment.

5. Necessary funds will be sanctioned for the construction of toll-gates and lodges and for establishment charges on receipt of requisitions. Action should, however, be taken without waiting for further orders of Govt. so as to ensure the opening of the new gates by 1st March 1928 as already stated.

Chief Secretary to Govt.

T o

The Revenue Commr. in Mysore.
" Chief Engineer in Mysore.
" Deputy Commrs. of Districts.
" Comptroller to Govt.
" Presidents of Dist. Boards.

....

~~Copy to Rev. Dr.~~ Lsg.

MRN.

Interior toll gates to be opened newly.

District.	Name of road	Location	Between Miles.
BANGALORE.	1. Hoskote-Chintamani road.	Hindiganal (Hoskote Taluk)	6/30 & 30.
	2. Devanhalli-Chickballapur road.	Avati (Devanhalli Tk)	6/26 & 26.
	3. Bangalore-Tumkur road.	Dobspet (Nelamangala Taluk)	6/31 & 31.
	4. Bangalore-Mysore road.	Byrapatna (Channapatna Tk)	6/40 & 40.
TUMKUR.	5. Bangalore-Mangalore (Nelamangala-Kunigal road)	At the Shimsha bridge on the Yediyur side.	5/57
	6. Tumkur-Hiriyur road (Sira-Hiriyur road)	At Tavarekere	82
	7. Tumkur-Tiptur-Arsikere road.	At the junction of the Huliyar Honnavalli road.	95.
	8. Goribidnur-Kortagere road.	At the crossing of Maddagiri-Tondebhavi road near Bychapur.	
HASSAN.	9. Belur-Mudigere road.	At Cheekanahalli where the Arehalli road meets it.	
	10. Hassan-Kadur road.	In front of the Travellers' Bungalow at Banavar just beyond the junction of the Belur Javagal road with this road.	
SHIMOGA.	11. Shimoga-Tarikere road.	Bhadravati Bridge.	
	12. Shimoga-Agumbe road.	Malur.	
KADUR.	13. Chikmagalur-Belur road.	Kartigere about 1½ miles from Chickmagalur.	
CHITALDRUG.	14. Harihar-Honnali.	Malebennur.	
MYSORE.	15. Mysore-Manantody road.	~~Near~~ Hampapur.	
	16. Mysore-Niligiri.road	Gundulpet.	
	17. Mysore-Coorg road	Hunsur.	
	18. Mysore-Bangalore road.	Wellesley Bridge near Seringapatam.	
KOLAR.	19. Hoskote-Kolar road.	Narsapur.	

84

Frontier toll gates to be newly opened.

DISTRICT.			Between miles.
Bangalore.	1. Bangalore-Hosur road.	Attibele in Anekal Taluk.	1/21 & 3/21.
Tumkur.	2. Pavagada-Kalyadurg road.	At the junction of the Hoskote Br. road with the main road.	Mile 2/72.
	3. Pavagada-Madakasira road.	Rajavanti.	" 5/55.
	4. Maddagiri-Madakasira road.	Chandrabavi out-post.	" 6/45.
Shimoga.	5. Sagar-Jog road.	Talaguppe (at the junction of the Bangalore-Honnavara road and the Aralgodu road.)	
Mysore.	6. Maddur-Sivasamudram-Kollegal road.		Mile 2/27.
Kolar.	7. Mulbagal-Palmaner road.	Mulbagal.	
	8. Bagepalli-Penukonda road.	Bagepalli.	

Your opinion in regard to this proposal is requested. The draft of a Government Order which it is proposed to issue on this point, is enclosed.

Government also agree with you that the question of establishing reciprocity with frontier toll-gates in British territory need not be considered at present. The proposal to remove the distinction between laden and unladen carts does not however commend itself to Government.

In this connection, I am to invite your attention to para (1) of the Rules appended to Government Order dated 9th June 1927 to the effect that:"No toll shall be levied on cattle belonging to the residents of the village or town situated within a distance of 5 miles from the toll gate".

I am to enquire if you consider that any similar concession shouldbe extended to carts of agriculturists used for carrying manure or agricultural produce to or from their fields.

I have etc.,

CHIEF SECRETARY TO GOVT.

B.K.M.

37

Proceedings of the Government of
H.H. the Maharaja of Mysore.

Read:-

Government Order No.L.8795-814/L.B. 49-25-28 dated 9th June 1927 passing orders on the report of the Joint Committee regarding the establishment and administration of toll gates in the State.

Order No.

Dated Bangalore, the / / 1928.

Item 1 of the Schedule of maximum rates appended (appendix V) to the above Government Order is revised as indicated below:--

"1(a) On every four wheeled motor vehicle constructed to carry less than 10 persons. Rs.1-0-0

(b) On every other four wheeled motor vehicle. Rs.2-0-0"

2. The liability to pay tolls at the various Provincial toll gates in the State may be compounded, with effect from 1st July 1928, by payment in advance of a lumpsum fee as under:--

(1) In respect of every motor vehicle of class (a), plying for hire. Rs.200 p.a.

(2) ---do---------- (b), plying for hire. Rs.400 p.a.

Chief Secretary to Govt.

B.K.M.

The Rev. Com'r
" Comptroller
" Chief Engineer
" Dy. Comrs. of Dists.
" Presidents of Dt. Bds.

No. T. 51/27-28 38

OFFICE OF THE REVENUE COMMISSIONER IN MYSORE,

Camp Hiriyur,
Dated ~~Bangalore~~ 17th January 1928.
18th

FROM

P. G. D'SOUZA, ESQ., B.A., B.L.,
REVENUE COMMISSIONER IN MYSORE.

D 3907
20-1-28

Rec'd 21/1/28

To

The Chief Secretary to the Government
of His Highness the Maharaja of Mysore,
Bangalore.

SIR,

With reference to your letter No. R.5185/R.M.9-27-5 dated 13th January 1928, I have the honor to state that the fees for compounding may be fixed as follows.-

(1) Motor Cars carrying passengers not exceeding seven with the Drivers, other than Busses plying for hire, Rs. 100.

(2) Motor vehicles constructed to carry 10 persons and less, Rs.200.

(3) Motor vehicles constructed to carry more than 10 persons and not more than 16 persons. Rs.300.

(4) Every other motor vehicle built for hire. Rs.400.

2. It is very desirable to exempt carts of agriculturists used for carrying manure or agricultural produce to or from their fields, and I therefore suggest that the words " on carts of agriculturists used for carrying manure or agricultural produce to or from their fields " be added between the words 'levied on' and 'cattle' in para (1) of the rules appended to Government Order dated 9th June 1927 quoted in your letter.

I have the honor to be,
Sir,
Your most obedient servant,

Revenue Commissioner.

M.B.R.

In all future communications please quote—
No. C2-R-762/27-28
Enc. One

39

OFFICE OF THE DEPUTY COMMISSIONER,
BANGALORE DISTRICT.

Dated Bangalore, the.....7th Decr.....192 7

From 10866

G. B. HEBLIKAR, Esq., B.A., L.L.B.,
Deputy Commissioner,
Bangalore District.

C/1540 BCW
To 27-8

DEC 9 1927

F.G. D'SOUZA, Esqr., B.A., B.L.,
Revenue Commissioner in Mysore,
Bangalore.

SUBJECT:— Establishment of Toll Gates on State Fund Roads.

SIR, Reference:- Your office memo No. C.3662/26-28 & 19-7-1927.

Urgent. With reference to the above I have the honour to append a statement showing the places at which the Toll Gates may be esta-blished on the Bangalore Hosur Road near the frontier and on certain interior State Fund Roads.

2. As regards the compounding of fees payable by bus owners I think that the bus owners may be allowed to compound fees with the Toll Gate Contractors on payment of half the amount payable by them if no composition existed.

3. I am of opinion that it would be a mistake to work these Toll Gates amani. The best way would be to dispose of the right to collect the fees by auction as is being now done.

4. The right to collect these fees may, I think, be disposed of by public auction for the second half year before the 31st instant.

I have the honour to be,
Sir,
Your most obedient servant,

G B Heblikar

Deputy Commissioner,
Bangalore District.

D.C. 71 8009

OFFICE OF THE DEPUTY COMMISSIONER,
TUMKUR DISTRICT.

No. A7-433 Encl (4c) Dated Tumkur, 14th December 1927
27-28

FROM
B-C-M-11288 R. V. ANANTARAMAN, ESQ., B.A.,
Deputy Commissioner, Tumkur District,
Tumkur.

C.3869/25-26

To V. Ray P.C. D'SOUZA, ESQUIRE., B.A., B.L.,
Revenue Commissioner, in Mysore,
Bangalore.

SIR,

With reference to your Memo No. C.3869 dated the 19th August 1927, calling for proposals for giving effect to the - Government Order No. I 879-814/I.B. 49-25-28 dated the 9th June 1927 in the matter of establishment and administration of State Fund Toll Gates, I have the honor to state as follows:-

2). The Government Order refers to the establishment of Toll Gates on Provincial, District Fund and Municipal Roads. The District Board has taken action for the establishment of -- District Fund Toll Gates, and sent up to Government, proposals in the matter and the Presidents of Municipal Councils have - been written to as regards Municipal Toll Gates and their -- proposals called for.

3). As regards the State Fund Toll Gates, I beg to state that as the Public Works Department has to take action for -- their establishment, a copy of the Government Order was sent to the Executive Engineer, for necessary action. I also discussed the matter with him and there was some difference of opinion in the matter of locating toll gates on State Fund Roads in the interior of the District and the view held by him was to establish Toll Gates both in the interior and at the frontiers of Districts. As the Government Order was not clear on the point, I obtained a copy of the report of the -- joint Committee, on which the Government Order was passed. It was seen therefrom that the recommendations of the Committee were

to the effect that not more than one Toll Gate may be established in the interior (of the State) at the frontier of Districts, that as the unit of administration and control for the Provincial roads passing through different Districts is the same, the establishment of a Toll Gate in each of the two adjoining Districts is not --- desirable; that it is enough if one Toll Gate on a Provincial road at the frontier of a District is established and that such frontier Toll Gate may not be established at a greater distance than 5 miles from the frontiers. As this point was not made clear in the -- Government Order of the 9th June 1927, as can be seen from para B 2 (2) of the order, I have requested Government to make the point clear in the said Order. A copy my D.O. letter No. G.C.162/27-28 dated the 13th November 1927 to the Under Secretary to Government, is enclosed for perusal.

4). I am, however, reminding the Executive Engineer to expedite proposals for the establishment of State Fund Toll Gates and I -- shall submit them as soon as they are received from him.

I have the honor to be,

S i r,

Your most obedient servant,

F. Channabasavaiah

Deputy Commissioner,
Tumkur District.

NVK.14/12.

establishment of Interior Toll Gates on State Fund Roads in the light of the opinion furnished by the Joint Committee.

****

" C o p y "

Deputy Commissioner,
Tumkur District.

NVK.14/12.

D.O. No. G.C. 162/27-28 dated 18th November 1927, from the Deputy Commissioner & President, District Board, Tumkur, to the Under Secretary to Government, Bangalore.

****

With reference to your D.O. No. L 2503/Enc. one dated the 7th instant, forwarding a copy of the report of the Joint Toll Committee, as it was finally sent up to Government, and requesting me to state in detail the variation existing between the recommendations of the Committee and the order of Government thereon, I write to point out that, as regards the establishment of Interior road Toll Gates on State Fund Roads, the recommendations of the Joint Committee were to the effect that not more than one Toll Gate may be established in the interior, at the frontier of Districts; that as the unit of administration and control for the Provincial roads passing through different Districts is the same, the establishment of a Toll Gate in each of the two adjoining Districts is not desirable; that it is enough if one Toll Gate on a Provincial road at the frontier of a District is established; and that such frontier Toll Gate may not be established at a greater distance than 5 miles from the frontiers. (vide para 7 of the report of the Joint Committee).

This point has not been made clear in the Government Order of the 9th June 1927, as can be seen from Para B 2 (2) of the Order which runs as follows:-

"Interior Toll Gates may be established as in appendix III. The District Boards should be consulted about the gates proposed to be opened on the District Fund Roads ..... ".

This in the absence of some clause to explain the views of the Joint Committee, would mean that interior Toll Gates on State Fund roads may be established both in the interior and at the frontiers of Districts; and it is likewise construed by some officers.

I, therefore, request you to be so good as to make the point more clear in the Government Order of the 9th June 1927 re: the

44

No.A.1.C. 2383/26-27. Office of the Deputy Commissioner,
Cmc 1. Shimoga District.

S.C.M. 11305 Shimoga, dated, 12th December, 1927.

C.3869/25-26

From

B.T. Kesavaiengar, Esq., B.A.,
Deputy Commissioner,
Shimoga District.

To

P. G. D'Souza, Esq., B.A., B.L.,
Revenue Commissioner in Mysore,
Bangalore.

Sir,

With reference to your memo No.C.3689/25-26 dated 19th August 1927, calling for proposals for giving effect to the Government Order No.L. 8795-814/L.B. 49-25-28 dated 9th June 1927, passing orders in the matter of the establishment of additional toll gates on Provincial Roads, I have the honour to state that the Frontier Toll Gate on the Sagar-Jog Road may be opened at Talaguppa at the junction of the Bangalore-Honnavar Road and the Aralgodu Road.

2. As regards, the suggestion of the Committee to establish two new interior Toll Gates on the marginally noted Roads, I discussed the question with the Executive Engineer and we came to the conclusion that the Toll Gate on the Shimoga-Tarikere Road may be located near the Bridge at Bhadravati. The District Fund Toll Gate which is located near Bhadravati about two miles away from the Town on the Chennagiri Road may be shifted to Kudlagere if need be. As regards Hariharpur-Agumbe Road, it is learnt that there is already a toll Gate at Hariharpur Bridge. Besides, the District Boundary is about 7 miles from Agumbe. There is already a State Fund Toll Gate at

1. Shimoga-Tarikere Road.
2. Hariharpur-Agumbe Road.

the

the Ghat Head. In view of this fact, the Executive Engineer is of opinion that this proposed Toll at the District Frontier between Shimoga and Kadur may be omitted from the list and that a new Toll Gate may be opened at Kalur in the Thirthahalli Taluk on the Shimoga-Bangalore Road as there are no Toll Gates on this road from Shimoga till we reach the Ghat head which is a distance of about 56 miles. Kalur is about 26 miles from Shimoga and the location of a Toll Gate will not cause any hardship to the traffic on the road. There is a Municipal Toll Gate at Shimoga. I agree with him in this respect.

3. Another Toll Gate may be established at Ayanur on the Bangalore-Honnavar Road. This is a place where a pretty big weekly shandy is held and which is about 11 miles from Shimoga. The roads from Honnali and Hyderghar Ghat, i.e., coming from Nagar and Kallurkatte meet here. If these proposals meet with the approval of Government, I shall take further action to sell the right of collecting tolls at these places.

4. As regards the possibility of arranging for reciprocity where necessary between the British Toll Gates on the Frontier of the State and the State Fund Toll Gates in the State, I may be permitted to state that no reciprocity arrangements exist at present and there is no reason why there should be any hereafter, since the existing practice is working satisfactorily and there are no complaints in this matter. There is, as I have pointed out above, a State Fund Toll Gate at Agumbe Ghat and a British Toll Gate at Someswar just below the Ghats at a distance of about 8 miles. There is a state Fund Toll Gate at Hulikal in the Nagar Taluk and a British Toll Gate also, below Ghats in the British Territory. The people are paying tolls at both the Toll Gates and there is no reciprocal arrangement at present. The question of reciprocal arrangements does not, in my opinion, deserve consideration as the British Government have been tapping our traffic all these years and it is only fair that we should be left free to tap the traffic passing a-long our roads in an equally vigilent manner. As a

matter

407

Immediate.

In all future correspondence please quote
No. A1-C-2383/26-27
Enco: Two

OFFICE OF THE DEPUTY COMMISSIONER,
SHIMOGA DISTRICT.

Shimoga, Dated 15th Decr. 1927

My dear Sir,

With reference to your D.O. letter No: 15-40 dated 13th December 1927 I regret very much for the delay in submitting my proposals regarding the opening of Provincial Toll Gates in the District. There were, of course, some practical difficulties in the location of new toll gates and I was also awaiting orders of Government on my proposals regarding the transfer of two District Fund Roads to State Funds which would mean a re-adjustment of toll gates. The preparation of sketch which accompanied my proposals also took some time. In these circumstances, I am sorry I could not submit the same earlier. The report might have been in your hands by now and to avoid further delay I have sent a copy of it to the Chief Secretary also. But the sketch which I sent to you yesterday being a rough one I am enclosing a fresh one drawn to scale in the Executive

Engineer's Office to replace it. The plan sent already may kindly be returned to me.

One or two other points would seem to require further consideration in this connection and I shall send a separate communication about these in due course.

Yours sincerely,

M Crawford

D.C.4.]

49

No. A1-402-27/69

OFFICE OF THE DEPUTY COMMISSIONER,
KADUR DISTRICT.

Dated Chikmagalur, 4th Oct. 1927

Enc.

~~287~~ C 3869 45-6

OCT 10

GLN.

C 1538 27-8

From

R.V. Ramaswami, Esq., M.A., B.L.,
Deputy Commissioner,
Kadur District.

To

R. Ranga Rao, Esq., B.A., B.L.,
Secretary to the Government
of His Highness the Maharaja of Mysore,
Bangalore.
General Department,

Sir,

Re. the opening of new toll gates on the State Road Roads in the Kadur District.

With reference to para 8 of Government Order No. L.8795-814/L.Rs 48-25-28 dated 9th June 1927 and your memo No. L.932-45 dated 17th August 27 forwarding a copy of your letter No. L.931/L.R.52-27-2 dated of the same date addressed to the Revenue Commissioner in Mysore in re. the locating of toll gates in this District, I have the honour to state that in para 7 of the Government Order it is stated that when the boundary between two Districts cuts a Provincial Road, the toll gate established in either District should be not less than five miles distant from the boundary. But in the case of toll gates to be established on the the Chikmagalur-Halebid Road and Chikmagalur-Belur Road, if the aforesaid limit viz., 5 miles distance from the District boundary is insisted upon, no suitable place can be had for locating the toll gates so as to subject all traffic passing in these roads to taxation under the Toll gate Rules.

If the toll gate on the Chikmagalur-Halebid Road is located near Kagehalla Police Out Post on the Belur-Banavara Provincial Road which passes through this District for a couple of miles within the Belavadi Survamanya village in the Chikmagalur Taluk, a large number of carts etc., i.e. 400 to 500 going to Javagal where a big shandy is held on

on every Sunday and about 100 carts proceeding to Arsikere Shandy on every Friday will be liable to the payment of toll at this gate and consequently the income will be large when compared with the realization to be derived by fixing the toll gate at a distance of not less than 5 miles from the District Boundary in which case all the traffic referred to above will escape payment of the toll. This Kogehalla Out Post is about one mile on our side of the District boundary.

As regards the toll gate in Chikmagalur-Belur Road, the District boundary is only 7 miles and 2 furlongs from Chikmagalur. If the toll gate is to be located at a distance of not less than 5 miles from the District boundary, it comes very close to the Municipal limits of Chikmagalore which extends as far as the 33rd mile near Hiremagalur. If the Municipal Council were to open a toll gate in the near future as they at their Municipal boundary the two toll gates Viz., the Provincial and as well as the Municipal will then lie at a distance of only a few Yards from each other.

With a view to avoid the difficulty it is desirable to shift the Provincial toll gate a mile and a half further on towards Belur side and locate the same on the other side of Kurtikere village which will be about 3½ miles on our side of the District boundary.

In the circumstances explained above, I request that sanction may kindly be accorded to the establishment of the aforesaid two toll gates at the two points hereinfore described without any restriction as regards the five mile limit from the District boundary referred to in sub para 1 of para 2 of the Government Order.

As regards the establishment of a new toll gate on Kadur Arsikere Road, it is best to locate the same at the bridge accross the Vedavati near Tangali village which will be more than 10 miles from the Hassan District boundary. This is the only convenient place to subject a large traffic to the payment of toll, which would otherwise escape payment.

On receipt of Government orders on the establishment of the toll gates referred to above, action will be taken to dispose of by public auction the right of collecting tolls at all these three toll gates for the remaining period of the current official year.

In regard to the question of compounding of tolls in respect of Provincial toll gates in the case of motor buses, as directed in para 6 of the Government Order, I beg to state that the right of collecting tolls at all the existing four Provincial toll gates noted in the margin in this District for the current official year has been disposed of by public auction and the toll gate - contractors have now been levying tolls on all the buses passing through the gates.

1. Kotsigehar (Bhund Ghat)
2. Balehonnur
3. Hariharpur.
4. Tadasa.

Although condition 7 of the notification of the sale of the right of collecting tolls which runs as noted in the margin, gives a right to Government to compound with the owners of motor buses plying on these State Fund Roads and passing through these toll gates, yet the contractors who bid for these toll gates at the time of auction seem to have offered their bids with the hope of some realization from these motor buses as it had not been at that time decided by the Government to compound with such motor buses, and if the Government were to - compound with the owners of motor buses in the middle of the year during the currency of the existing lease it may give a cause for grievance to the contractors. It seems, therefore desirable to give effect to the Government Orders as regards compounding with motor buses from the beginning of the next official year by which time the future contractors will be clearly apprised of the intention of Government and of the existance of the the rules with regard to compounding with such motor buses.

The contractor shall have no claim to the fees recovered from persons compounding the payment of toll in accordance with the Standing Rules and orders approved by Government etc.

I solicit instructions as to whether the compounding should be given effect to immediately or from the 1st July 1928.

Lastly as regards the arrangement for receiprocity where possible between the British Toll gates on the State Frontier and toll gates in the State, I beg to add that the Public Works Department will

will have to take action as directed in para 8 of the Government Order and that there is only one such frontier Toll Gate in this District at Kottigehar (Bhund Ghat) on Kadur-Mangalore Road in the Mudigere Taluk.

I have thehonour to be,

Sir,

Your most obedient servant,

Sd. V. Dwarkanath,

Treasury Assistant Commissioner,

For Deputy Commissioner,
Kadur District.

(Absent from Head Quarters)

Copy forwarded with compliments to the Revenue Commissioner in Mysore for information with reference to his No. C.3869/25-26 dated 19th and 20th August 1927.

Dwarkanath

For Deputy Commissioner,
Kadur District.

Submitted:
May his Govt order
be awaited?
2) Paragraph 8 of the
Order
to
17/10

13.10.27

Tel: Address:—Depcom,
CHITALDRUG.

In reply, please refer to
No. A-2.C.193/27-28.
Enclosures.

OFFICE OF THE DEPUTY COMMISSIONER,
CHITALDRUG DISTRICT.

Dated Chitaldrug 11th November 1927.

53

FROM

8895
C 1540
NOV 12 1927

The *Deputy Commissioner,*
Chitaldrug District.

G.L.N.

The Revenue Commissioner in Mysore,
Bangalore.

Sir,

With reference to your memo No.C.3869/25-26 dated 19th August 1927 calling for proposals to give effect to the revised rules in the state fund toll gates, I have the honor to state that the right to collect tolls at the existing two provincial toll gates (Harihar Tungabhadra Bridge toll gate and Thammenahalli toll gate) in this District, has already been sold for the year 1927-28 and the new rates will be duly notified and brought into force from the next official year.

As regards the establishment of a new interior toll gate on Harihar-Honnali state fund road, the report of the Sub Division Officer, Davangere, is still awaited. He has been reminded today to expedite the same and on receipt of the same a final report will be submitted without delay.

I have the honor to be,
SIR,
Your most obedient servant,

For Deputy Commissioner,
Chitaldrug District.

Tel: Address :—Depcom,
CHITALDRUG.

In reply, please refer to
No. A-2.C.I. 193/27-28.
Enclosures.

OFFICE OF THE DEPUTY COMMISSIONER,
CHITALDRUG DISTRICT.

Dated Chitaldrug 14th December @ *192* 7

(57)

FROM

11318

The *Deputy Commissioner,*
Chitaldrug District.

B C M
C/1540/27-28

DEC 15 1927

The Revenue Commissioner in Mysore,
B a n g a l o r e.

Sir,

With reference to your memo No. C.1540/27-28 dated 10th December 1927 calling for proposals to give effect to Government order No.L.8795-814/L.B.49-25-28 dated 9th June 1927 regarding the State Fund toll gates, I have the honor to invite kind reference to my letter No.A-2.C.193/27-28 dated 11th November 1927 wherein I have stated that the right to collect tolls at the existing two provincial toll gates in this District has already been sold for the year 1927-28 and that the new rates will be duly notified and brought into force from the next official year.

As regards the establishment of a new interior toll gate on Harihar-Honnali State Fund road, the Sub Division Officer, Davangere recommends that a provincial toll may be located near Malebennur in Harihar Sub Taluk of this District. I agree with his recommendation and the same may kindly be approved.

I have the honor to be,

S I R,

Your most obedient servant,

For Deputy Commissioner,
Chitaldrug District.

(58

Letter No.L4.302/27 dated 5th December 1927, from the Deputy Commissioner, Mysore District, to the Chief Secretary to the Government of Mysore.

State Fund Toll Gates - Location of ---

With reference to Government Order No.L.8795-814 L.B.49-25-28 dated 9th June 1927 calling for submission of proposals in the matter I Have the honor to forward herewith sketches showing the location of State Fund ~~Xxxxx~~ Toll Gates in this District for kind approval and issue of necessary Notification.

"Copy"

for Deputy Commissioner,
Mysore District.

A-2.C.526/27-28.

Office of the Deputy Commissioner
Chitaldrug District.
Dated Chitaldrug, 15th December 1927.

From
The Deputy Commissioner,
Chitaldrug District.

To
The Revenue Commissioner in Mysore,
Bangalore.

Sir,

With reference to your D.O.No.C.1540/26-27 dated 13th December 1927 calling for proposals in regard to the Provincial toll gates to be opened in accordance with Government order dated 9th June 1927, I have the honor to state that a report was submitted to you with this office letter No.A-2.C.193/27-28 dated 11th November 1927 wherein I have stated that the right to collect tolls at the existing two provincial toll gates in the District has already been sold for the year 1927-28 and that the new rates will be duly notified and brought into force from the next official year.

2. As regards the establishment of a new interior toll gate on Harihar Honnali state fund road, I have already recommended in my letter No.A-2.193/27-28 dated 12/14th December 1927 that a state fund toll gate may be opened at Malebennur Harihar SubTaluk. On receipt of approval thereto further action will be taken giving effect to the revised Schedule rates (vide appendix IV and V of G.O.of 9th June 1927).

3. As regards the provision to be made for compounding of tolls at the provincial toll gates on motor buses, necessary proposals will be submitted separately and orders obtained before the issue of sale notifications.

4. As regards recoprocity an arrangement already exists between the Thammenahalli toll gate, Molakalmuru taluk and the Hangal Hirgl Toll gate of Bellary in accordance of G.O.of 1922.

I have the honor to be,

SIR,

Your most obedient servant,

For Deputy Commissioner,
Chitaldrug District.

OFFICE OF THE DEPUTY COMMISSIONER,

HASSAN DISTRICT.

No. Az. 258. Miscellaneous *Dated Hassan, the* 16th December 1927.

58

FROM

1144.

.....S. Venkatarangam,.....ESQUIRE, B.A., B.L.,

DEPUTY COMMISSIONER, HASSAN DISTRICT.

E 15402/27

DEC 17 1927

IN MYSORE

.....P.G. D'Souza.....ESQUIRE, B.A., B.L.,

REVENUE COMMISSIONER IN MYSORE,

BANGALORE.

SIR,

Subject:-

Re. the establishment of Provincial Toll-gates on Hassan - Kadur road and Belur - Mudigere road.

With reference to your Memo No. 3869 of 25-26 dated 19th August 1927 calling for proposals on the above subject, I have the honor to state that the Sub Division Officer, - Saklespur has reported that a Toll-gate near Cheekanahalli where the Mudigere road and the Arehalli road meet, may be opened as an experimental measure. The probable income - therefrom is estimated at Rs. 1600/- per annuam. He further states that the toll-gate may be managed Departmenely for one year in the 1st instance and that for this purpose the marginally noted establishment may be sanctioned with a contingent grant of Rs. 5/- per mensem. I agree with the - proposal of the Sub Division Officer, Saklespur.

1 Gate Keeper.	20/-	:
1 Peon. ..	10/-	:

The vernacular correspondence ending with his No.5-27 dated 13th December 1927 on the subject is forwarded herewith for reference.

2. Regarding the opening of a Toll-gate on Hassan - Kadur road, it is reported by the Sub Division Officer, Hole - Narsipur that a Toll-gate on the Hassan - Kadur road in front of the Travellers' Bungalow at Banavara just beyond the junction of the Kadur - Javagal road may be opened and

D.C. 7] 8120

No. A7-433
27. 28 Re over plan

OFFICE OF THE DEPUTY COMMISSIONER,
TUMKUR DISTRICT.

Dated Tumkur, 16th December 1927.

FROM

K. V. ANANTARAMAN, ESQ., B.A.,
Deputy Commissioner, Tumkur District,
Tumkur.

11435

To

P.G. D'SOUZA, ESQUIRE., B.A., B.L.,
Revenue Commissioner, in Mysore,
Bangalore.

C-1540/27-28

DEC 17 1927 IN MYSORE

SIR,

With reference to your Demi Official letter No. C.1540 dated the 13th instant, on the subject of new Toll Gates to - be established on State Fund Roads in the District, I have the honor to invite reference to my letter No. A7-433/27-28 dated the 14th instant, in which, I have explained at length, the action that has so far been taken in the matter. From a perusal of that letter, it will be seen that there is doubt as to the principles on which the proposals should be formulated. In view, however, of the directions contained in your D.O. letter of the 13th instant, I beg to suggest the following proposals for consideration.-

2). There are the following State Fund Roads in the District and I have indicated under each, the Toll Gates that may be - opened.

Interior Toll Gates.

A. Bangalore - Mangalore Road via Kunigal.

(1) At the junction of the ~~Maddagiri~~ Magadi Road with the main road:mile 5/40.

The actual location will fall outside the -- Tumkur District. The Government Order No. L. 8795-814 L. B. 49-25-23 dated the 9th June 1927, contemplates that there --- should be a Toll Gate at each District Frontier on the State Fund Roads. It is not material in which District the location happens to fall so long as the condition that it should

be located within 5 miles of the frontier is complied with.

2). At the ~~Shimoga~~ Shimsha Bridge on the Yediyur side mile 5/57.

B. Bangalore - Tumkur Road.

(1) At the junction of the Koratagere - Dobspet Road [The location also falls outside the District; but it is within 5 miles of the frontier] mile 7/31.

C. Tumkur - Hiriyur Road. At Tavarekere, which is at - mile 82.

D. Tumkur. Tiptur - Arsikere Road.

At the junction of the Huliyar - Honnavalli Road at mile 95.

FRONTIER TOLL GATES.

E. Pavagada to Kalyandurg Road.

At the junction of the Hosakote Branch Road with the main road at mile 2/72.

F. Pavagada - Madakasira Road.

At Rajavanti, Mile 5/55.

G. Maddagiri .- Madakasira Road.

At Chendrabhavi outpost. Mile 6/45.

3). A tracing of the District map showing the State Fund roads in the District, as also the location of the Toll Gates according to the present proposals is attached.

4). The above proposals include all the cases mentioned in the lists attached to the Government Order of 9th June 1927, except Coribidanur - Koratagere Road, which is a District Fund Road. The District Board is taking action to open a Toll Gate on this road and the proposal is before Government.

62

5). I am sending a copy of this to the Executive Engineer, for his remarks and shall let you have his suggestions as soon as I get them.

I have the honor to be,

S i r,

Your most obedient ~~servant~~,

T. Chandrasekharaiah

Deputy Commissioner,
Tumkur District.

10/12/1925

NVK.16/12.

CS/16/12/25

In all future correspondence please quote No. A.1.C. 2383/26-27.

OFFICE OF THE DEPUTY COMMISSIONER,
SHIMOGA DISTRICT.

Shimoga Dated 31st December 1927

63

From

B. T. KESAVAIENGAR, Esq., B. A.,
Deputy Commissioner,
Shimoga District.

To

M. Madhava Rao, Esq., B.A., B.L.,
Chief Secretary to Government,
Bangalore.

Sir,

In continuation of this Office No.A.1.C. 2383/26-27 dated 14th December 1927 forwarding for favour of information a copy of the letter addressed to the Revenue Commissioner in the matter of the opening of the new Toll-gates in the District, I have the honour to forward herewith for favour of information a copy of the letter addressed by me to the Revenue Commissioner on one or two other points connected with the same subject.

I have the honour to be,
Sir,
Your most obedient servant,

Deputy Commissioner,
Shimoga District.

(64

No.A.1.C. 2383/26-27.

Office of the Deputy Commissioner,

Shimoga District.

Shimoga, dated, 21st December, 1927

From

B.T. Kesavaiengar, Esq., B.A.,

Deputy Commissioner,

Shimoga District.

To

P.G. D'Souza, Esq., B.A., B.L.,

Revenue Commissioner in Mysore,

Bangalore.

Sir,

In continuation of my letter No. A.1.C. 2383/26-27 dated 14th December 1927 offering my views in the matter of establishing additional Toll-gates as suggested in G.O.No.L. 8795-814/L.B. 49-25-28 dated 9th June 1927, I have the honour to bring to your notice one or two other points which also require careful consideration. If as ordered in part 4 of the Government order referred to, the payment of toll at one gate, whether Provincial or District Board, would give exemption at subsequen gates within 24 hours, the arrangement, I am afraid, would go to clash with the terms of the existing leases of the already established Toll-gates for the current year and the lessees who are at present levying tolls in respect of Motor vehicles at every one of the Toll-gates irrespective of the 24 hours limit would have a legitimate cause for the complaint. So any change that is proposed to be made in this direction will have only to take effect after the expiry of the current official year. I have also to state that this concession would only go to benefit the rich and the well-to-do, who can afford to travel in Motor conveyances which can cover even two hundred miles per day and traversing a number of Toll-gates within 24 hours, while the poor ryot, plodding on with his antiquated bullock "bundy" could scarcely benefit by the concession as his conveyance could scarcely take him more than 15 miles at a stretch per day in these Malnad parts, as a consequence of which

he

he would be required to pay tolls at every one of the gates he passes. This would in other words be an uneven mode of taxation the burden mainly falling on the poor while the Affluent motorist who can afford to pay escapes lightly. The concession, which to my mind appears too wide, would also go to prejudice the Government or District Board revenue to an appreciable extent as the bids for Toll-gates depending on the income from Motor Vehicles the tolls on which have been pitched at a high figure, would fall considerably. This aspect of the question also deserves careful consideration.

Next as regards the composition of Toll fees by the Motor bus owners referred to in para 6 of the Government Order, the classes of cases that would come under this concession as well as the terms on which such composition could be made have to be very clearly defined. The provision in the District Board Regulation, Sec. 62, clause 2, as it at present stands, is somewhat vague and requires to be amplified in more definite terms. Further the composition of fees would have to take into consideration the 24 hours rules of para (4) and a person compounding for one Provincial Toll-gate or District Fund Toll-gate would claim exemption from all Provincial Toll-gates or District Fund Toll-gates as the case may be. This would further prejudice the revenue derivable from Toll-gates.

One other point re: the establishment of new Toll-gates as suggested in Appendix (iii) of the order and as intimated in my last letter, the one at Bhadravati is to be approved, matters might not improve as I have separately requested Government in my No. C. 252/L.B. 26-27 dated 17-10-1927 to transfer the Bhadravati-Chennagiri District Fund road into a Provincial one. If my proposal commends itself to Government, whether two Provincial Toll-gates on one and the same road at a distance of 7 miles, one at Bhadravati and the other at Kudligere, could be established, is also a matter for careful consideration. Even granting that the said proposal of conversion would take some time to mature,

a. A table of authorised tolls shall be legibly written English and Kannada and shall be put up in a conspicuous place near the toll gate.

b. Animals drawing any vehicles for which tolls can be demanded are not also to be charged with toll.

c. (1) No more than one payment of toll shall be demanded at any toll bar, gate or station in respect of any carriage, cart or animal in any one period of 24 hours counted from sunrise to sunrise.

(2) No tolls shall be levied at a Frontier toll gate in respect of any cart, etc., passing the gate if within a period of 24 hours calculated as above a toll has been collected thereon at a British toll gate in respect of which reciprocity has been obtained in consultation with the British Authorities.

d. Carts laden with manure or other substance used as manure shall pay toll at the rate prescribed for unladen carts. Provided that no toll shall be levied on carts belonging to agriculturists residing within 5 miles of the toll gate when such carts are used for carrying manure to their fields.

e. No toll shall be levied on foot passengers.

f. No tolls shall be levid for the passage of troops or Military Stores or equipages or of Police Officers on duty or of any person or property in their custody or of any property *bona fide* belonging to Government, the proof of which should be established by the production of a pass or certificate from any officer of the department to which the property belongs, such officer being duly authorised by the Deputy Commissioner or by Government to grant such certificates or passes. Such pass or certificate should be delivered up at the last toll gate passed by the cart, carriage or animal, conveying such property before it reaches the destination noted in such pass or certificate.

g. No toll shall be levied for the passage of carriages, carts or animals, etc., at any toll gate if they belong to a Local Board or Municipal Council, the proof of which should be established by the production of a certificate signed by the President of such body or by such officer as may be authorised by the Government.

h. No toll shall be levied for the passage of carriages, carts or animals, etc., if—

1 They belong to H.H. the Maharaja or H.H. the Yuvaraja,
2 They belong to the Honorable the British Resident in Mysore.
3 They are engaged by the Postal Department exclusively to carry mails.
4 They belong to a person who has compounded with the proper authorities in accordance with the rules framed by the Government.
5 They convey British Military Officers in uniform passing on duty.

i. No toll shall be levied on cattle belonging to the [illegible] of the village or town situated within a distance [illegible] from the toll gate.

SCHEDULE OF THE MAXIMUM RATES OF TOLL

1.	(a) On every four wheeled motor vehicle constructed to carry less than ten persons. (Composite fee in respect of the above)	per annum. Rs. 200
	(b) On every other four wheeled motor vehicle (Composite fee in respect of the above)	per annum. 400
2.	On motor cycles with or without side car	0
3.	On every other vehicle of any description propelled by steam or other motor power	
4.	On every four wheeled carriage	
5.	On every two wheeled carriage on springs, other than a jatka or ekka	
6.	On every ekka or jatka laden	
7.	On every jatka or ekka unladen	
8.	On every other vehicle with spring including, tricycle and bicycle	0 2
9.	On every cart or other vehicle not on springs drawn by 4 bullocks, buffaloes, horses, ponies, mules or asses. if laden	1
10.	if not laden	0
11.	On every vehicle not on springs drawn by buffaloes, horses, ponies, asses or mules. if laden	0 8
12.	do do if not laden	0 4
13.	On every cart or other vehicle not on springs drawn by four bullocks, horses, buffaloes, ponies, asses, or mules. if laden	
14.	do if unladen	
15.	On every cart or other vehicle not on springs drawn by two bullocks, horses, buffaloes, ponies, asses or mules. if laden	
16.	do if not laden	
17.	On every cart or other vehicle not on springs drawn by a single bullock, buffalo, horse, pony, ass or mule. if laden	0 2
18.	do if not laden	0 1
19.	On every buffalo or bullock per head, if laden	0 1
20.	do if not laden	0 0
21.	On every elephant if laden	1
22.	On every camel if laden	0
23.	do if not laden	0
24.	On every horse, if laden or ridden	0
25.	do if laden or not ridden	0
26.	On every buffalo or bullock if laden or ridden	0
27.	do if unladen or led	0
28.	On every ass, if laden or ridden	0
29.	do if unladen or led	0
30.	On every sheep, goat or pig	0
31.	On every palanquin, [illegible] palanquin with two bearers or riksha	0
32.	do do with more than two bearers	0